



# Deepwater

SUMMER 2010

PORT OF GREATER BATON ROUGE

**AN EXCEPTIONAL YEAR**

*New Companies, Expansions*

**International Cargo Transport Company,  
Mammoet, Locates at the Port**

**Westway Terminal Co. Expands Significantly**

**Infrastructure Improvements Continue**



**PORT OF GREATER  
BATON ROUGE**



**Jay Hardman, P.E.**  
Executive Director  
Port of Greater Baton Rouge

SUMMER 2010

Unlike other areas of the country, the public Port of Greater Baton Rouge experienced significant expansion in 2009 and the first half of 2010.

The global organization, Mammoet, based in Schiedam, The Netherlands, and specializing in the transport and placing of heavy cargoes, located at the

port in March, 2009. Since that time, Mammoet has expanded its original operation here with additional infrastructure and personnel.

In May 2009, Westway Terminal Company broke ground on a \$3.8 million expansion at its current port facility. The project included construction of four 1-million-gallon bulk liquid storage tanks. A second phase of that expansion, totaling an additional 1.47 million gallons of liquid storage tanks and estimated at \$2.1 million, was later announced by Westway. With the completion of both projects, Westway has increased its storage capacity at the port by more than one-third, to 22 million gallons.

The recent announcement by Port Bio Entergy to locate a wood pellet manufacturing plant at the port is a good example of many regional entities coming together to encourage economic development. This "green industry" will create jobs, increase shipping and give an economic boost to our state's forest products industry.

My thanks to the port's Board of Commissioners for their guidance and support in helping to keep the public Port of Greater Baton Rouge as a driving economic engine and significant asset to this region.

**In Memoriam**  
**Karam John Thomas (Mr. K)**

In the fall of 2009, the Port of Greater Baton Rouge lost a good friend and professional partner, Karam John Thomas, known to all of us at the port as "Mr. K".

He graduated from LSU in 1950 and was a registered civil engineer in the State of Louisiana. In 1969, he founded Barnard & Thomas Engineering, Inc. Most recently, Mr. K was a much valued and appreciated executive with Pyburn & Odom, MCA. He had been affiliated with the Port of Greater Baton Rouge since its inception in 1954 as a designer and project engineer.

When Mr. K wasn't playing his ukulele for family and friends or local nursing homes, he was actively participating in Our Lady of Mercy Church and various organizations within the Baton Rouge community. He was a member of the Louisiana Engineering Society, the Knights of Columbus, The Knight Grand Cross of the Holy Sepulcher of Jerusalem, and the Sierra Club of Baton Rouge.

For more than 50 years, he was involved with the planning, building, expansion and improvement of the Port of Greater Baton Rouge and through his experience contributed greatly to the success of this port. He inspired many through his actions and will be missed by everyone who knew him.



**PORT COMMISSION**

- Mr. Randy Brian**  
Farm Bureau
- Mr. Alvin Dragg**  
Ascension Parish
- Mr. Timothy Hardy**  
East Baton Rouge Parish
- Ms. Brenda Hurst**  
West Baton Rouge Parish
- Mr. Larry Johnson**  
West Baton Rouge Parish
- Mr. Jerald Juneau**  
East Baton Rouge Parish
- Mr. Raymond Loup**  
West Baton Rouge Parish
- Dr. Angela Machen**  
East Baton Rouge Parish
- Mr. Roy Pickren, Jr.**  
East Baton Rouge Parish
- Mr. Randy Poche**  
East Baton Rouge Parish
- Mr. Corey Sarullo**  
Iberville Parish
- Mr. Clint Seneca**  
Iberville Parish
- Mr. Blaine Sheets**  
Ascension Parish
- Mr. John Tilton**  
Farm Bureau

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# Mammoet Moves In.

Port welcomes international cargo transport company.



Mammoet USA South, Inc., part of the worldwide organization of Mammoet, specializes in engineered heavy transport and heavy lifting. In 2009 Mammoet USA chose the Port of Greater Baton Rouge to open its newest branch because of the port's strategic location and intermodal transportation options, all key factors in the future expansion of the company's southern operations.

"To attract a tenant like this is a compliment to our infrastructure," said Jay Hardman, the port's executive director. "It brings jobs and it also brings with it new opportunities to the area, especially for the local petrochemical sector."

Mammoet is also creating work for other companies in the surrounding area by using their services. "We want to make this operation as local as possible," said Doug Lowe, Mammoet's Baton Rouge branch manager. "Our entire management team

is local, and we use local subcontractors for barging, towing, trucking, welding, and other services."

Shortly after locating at the port, Mammoet completed a heavy lift project that included the midstream transfer of a 700-ton pressure vessel and three smaller vessels to a barge on the Mississippi River. In less than 48 hours, the vessels were transferred through the locks of the U.S. Gulf Intracoastal Waterway and into the port's Inland Rivers Marine Terminal. The four vessels were later transported to Norco, Louisiana for a refinery expansion.

Mammoet used a 24-axle, self-propelled modular transporters (SPMT) to roll the 700-ton vessel off the barge. SPMTs, which were custom designed and engineered by Mammoet, are hydraulic transporters that eliminate the need for cranes during a roll-off operation.

In 2005, the company was asked to lend their transport and lifting expertise to the task of replacing sections of the New Orleans Twin Span Bridge which was heavily damaged during Hurricane Katrina. Mammoet USA crews loaded modular transporters onto barges that could lift the individual sections and position them into place. The sections were positioned in a matter of just a few months.

Mammoet was hired to lift and place completed sections of the new Huey P. Long bridge in New Orleans. This method, as opposed to conventional methods, Lowe said, is more cost effective and safe since the bridge sections are built on the ground. Since starting operations at the port in June of 2009, the company has expanded its facility several times and added additional personnel.

For more information on Mammoet, visit the corporate website at [www.mammoet.com](http://www.mammoet.com).



Representatives cutting the ribbon at the official grand opening of Mammoet USA South, Inc. at the Port of Greater Baton Rouge included (left to right): Riley Berthelot, president West Baton Rouge Parish; Doug Lowe, Mammoet USA branch manager; Jay Hardman, port executive director; Mayor Derek Lewis, City of Port Allen, LA; and Greg Johnson, port business development director.

# Westway Group, Inc.

**Successfully Completes Bulk Liquid Storage Expansion at the Port of Greater Baton Rouge. Capacity at the terminal facility now totals 22 million gallons.**



The Westway Liquid Bulk Storage Terminal is located at the Port of Greater Baton Rouge immediately south of the I-10 bridge. With the completion of phase two of the expansion project, the terminal's capacity was increased by one-third.

In August 2009 the Westway Group held a groundbreaking at the port to announce a \$3.8 million expansion of its existing port facility. The project included construction of four 1-million-gallon bulk storage tanks for bulk liquid storage.

A second phase of that expansion, estimated at an additional \$2.1 million, was announced by Westway shortly thereafter. Phase 2 included an additional 1.47 million gallons of liquid storage capacity along with supporting infrastructure. The recent completion of the phase 2 expansion brings the Westway Group's capacity at the Port of Greater Baton Rouge to 22 million gallons.

Scott MacKenzie, President of Westway Terminal Company LLC stated, "The completion of this \$5.9 million project at our Port Allen facility further expands Westway's solid logistical infrastructure with deepwater access for ocean going vessels as well as rail and truck capabilities."

At the groundbreaking event last year, Peter Harding, CEO of the Westway Group, commented to those attending, "We are an international company with operations all over North America, Northern Europe, and Asia. But we have chosen to headquarter our business in the great state of Louisiana because Louisiana is a pro-business state where we can find excellent employees and where we can obtain services at very competitive prices. We look forward to

working closely with the state to grow our business and create more jobs here." Westway's terminal at the Port of Greater Baton Rouge on the Mississippi River is a strategic U.S. Gulf South location. The facility has excellent intermodal capabilities with access to ocean-going vessels, barge, rail, and truck. The company's international headquarters is located in New Orleans, LA.

Engineering for the project was provided by Neel-Schaffer Engineering of Baton Rouge, LA. Tank foundations were constructed by Beard Construction Company of Port Allen, LA. Contractors for the expansion include Performance Contractors of Baton Rouge, LA, who provided piping and mechanical work for the project, and Pasadena Tanks Corporation of Houston, TX for tank erection within the industry.

Westway Group, Inc. ("Westway") is a leading provider of bulk liquid storage and related value-added services and a leading manufacturer and distributor of liquid animal feed supplements. Westway operates an extensive global network of 25 operating facilities providing approximately 354 million gallons of total bulk liquid storage shell capacity and 37 facilities producing approximately 1.6 million tons of liquid feed supplements annually.

Learn more about Westway at [www.westway.com](http://www.westway.com)

## Groundbreaking Event Launches Westway Expansion Project



Officials from the Westway Group, Louisiana Economic Development, West Baton Rouge Parish and the Port of Greater Baton Rouge. Pictured (left to right): Terry Fleming, Westway Terminal Co. facility manager; Don Pierson, assistant secretary of Louisiana Economic Development; State Representative Major Thibaut; Peter Harding, Westway Group chief executive officer; Wayne Driggers, Westway Group chief operating officer; Scott MacKenzie, Westway Terminal Co. president; Tom Masilla, Westway Group chief financial officer; President of West Baton Rouge Parish Riley Berthelot Jr.; West Baton Rouge Parish Sheriff Mike Cazes; of Port Allen Mayor Derek Lewis; and Jay Hardman, executive director, Port of Greater Baton Rouge.



(left to right) State Representative Major Thibaut; Don Pierson, assistant secretary Louisiana Economic Development; Sheriff Mike Cazes and Mayor Derek Lewis.



(front row, left to right): Karen St.Cyr of the Port; Port Commissioner Corey Sarullo, Port Commissioner Jerald Juneau; and Jay Hardman. Back Row: Barry Brewer, City of Port Allen, and Port Commissioner John Tilton.



Westway Group Chief Operating Officer Wayne Driggers, and Peter Harding, Westway Group chief executive officer.



## Over 1,000 components imported through the port for Stupp's new spiral weld mill.

Last summer John Stupp, President of Stupp Bros. Inc. and President and Chief Operating Officer of Stupp Corp. Ed Scram joined with Governor Bobby Jindal to officially open a new spiral weld mill at the company's north Baton Rouge facility. For several months prior to that special event, the components used to construct the mill, imported from Germany, India, Romania and Indonesia, entered the Port of Greater Baton Rouge and were unloaded and transported successfully to the Stupp site. Over 1,000 component parts of the mill arrived in varying sizes totaling 159 crates weighing 1,647.80 metric tons. Ports America was the stevedore for the project, which included three breakbulk vessels.

The new spiral weld mill was commissioned in June 2009. Stupp Corp. invested approximately \$80 million to construct the new facility on 12 acres of land adjacent to the manufacturing site in East Baton Rouge Parish that the company has called home since 1969. The project enabled Stupp to

more than double its workforce, retaining 193 jobs and creating at least 205 new jobs. Capital investment for this project was approximately \$80 million.

Stupp Bros. Inc, founded in St. Louis, Mo., in 1856, is the privately held parent company of Stupp Corp. Established in Baton Rouge in 1952, Stupp is a leading North American manufacturer of custom line pipe for the transport of oil and natural gas. With the most modern ERW pipe-manufacturing facility in North America, Stupp Corp. is well located to provide pipe for both on and offshore pipe line transmission projects and export pipe from the Port of Greater Baton Rouge.

According to Jay Hardman, port executive director, "Stupp Corporation in Baton Rouge has been a long-standing customer of this port, and we look forward to sustaining and expanding this successful partnership in the future."

**With the addition of this mill, Stupp has the ability to produce custom steel API-5L line pipe from 10 3/4" O.D. through 60" O.D. This production capability on a single campus is unique in the energy industry in North America.**



# Around the Port

## AROUND THE GLOBE

BATON ROUGE, LOUISIANA • NEW ORLEANS, LOUISIANA

• PANAMA CANAL

SCHIEDAM, THE NETHERLANDS



The Port of Greater Baton Rouge General Cargo Docks was the site for emergency response training for Marine Tactical Operator Training for the East Baton Rouge Parish Sheriff's Office. Training included waterside boarding techniques, communications and classroom training.



Mr. Alvin "Bully" Dragg, representing Ascension Parish on the board of port commissioners, receives recognition and appreciation for his service as the 2009 President of the Port Commission from Jay Hardman, port executive director. Mr. Dragg was appointed to the board in 1984 and has been elected president four times as follows: 10/19/88 – 10/31/89; 11/19/98 – 10/27/99; 10/26/06 – 10/25/07; 11/20/08 – 10/22/09.



**IN MEMORIUM:** Commissioner Kirt Bennett, his wife Denise and their children, Benjamin (age 7), Christiana (age 9) and John (age 10) at the Baton Rouge Traffic and Transportation Club 12th Annual Crawfish Boil hosted on the port docks. Mr. Bennett experienced a stroke and passed away several months after this photo was taken, much to the regret of his many friends at the port and in the community.



Port commissioner Jerald Juneau and Brigadier General Michael J. Walsh, Presidential Designee, U.S. Corps of Engineers, Vicksburg, MS, and Jay Hardman, pictured on the General Cargo Docks during the Mississippi River Commission's Annual High Water Inspection Tour last year. The event was hosted by the Port and the Gulf Intracoastal Canal Association. In 2009, the Mississippi River at the Baton Rouge gauge reached its highest level on June 1, 2009 at 40.75 ft.



The 2009 Baton Rouge Area Leadership Class toured the port during its session on economic development. Leadership Baton Rouge is a program of the Baton Rouge Area Chamber of Commerce. Founded in 1985, the program has graduated over 700 area men and women to prepare a diverse group of professionals for leadership positions in the community. Many of the graduates now serve in leadership positions on boards and commissions and hold both state and local public offices.

# Point Bio Energy

**Wood pellet manufacturing facility to add jobs, increase shipping and help Louisiana's forestry industry.**

An April 2010 press conference attended by Louisiana Governor Bobby Jindal, the Port of Greater Baton Rouge announced that Point Bio Energy, LLC plans to locate a new manufacturing facility on port property to manufacture wood pellets for generating electricity. The new facility will create up to 100 new direct jobs with an annual payroll over \$6 million, add 273 new indirect jobs, and will represent more than \$100 million in capital investment.

The plant is scheduled to begin construction this year according to Point Bio Energy, LLC CEO Bill New and will begin delivering product in the fourth quarter of 2011. The majority of the wood pellets will be exported to Europe, which will result in increased shipping activity at the port.

The estimated 450,000 metric tons of wood pellets produced annually from the plant will also be an economic boon to Louisiana's forestry industry, which has been hit hard recently due to the national decline in new housing construction and in the pulp and paper industry. Louisiana Economic Development officials estimate that the project will also generate \$12.9 million in new state tax revenue and \$9.6 million in new local tax revenue over the next 10 years. Many different types of workers, such as loggers, truck drivers, stevedores, tug boat crews, steamship agents, and others within the maritime community will benefit from this project, said Point Bio Energy officials.

The wood pellet industry has experienced significant growth recently due to a push by European countries to reduce greenhouse gas emissions. According to Point Bio Energy, the lumber-based fuel is a more environmentally friendly alternative to coal and has both industrial and residential applications. Unlike fossil fuels, wood pellets are considered carbon-neutral because wood releases the same amount of carbon whether it's burned or decays on its own. Demand for wood pellets has increased from 6.9 million tons to 8.9 million tons and is expected to grow by 25-30 percent in the near future. The Point Bio Energy plant will purchase timber from south Louisiana, grind it into sawdust at the port, and press it into small pellets with the same type of machinery used to make dry dog food.

According to Point Bio Energy officials, the deepwater Port of Greater Baton Rouge was selected due to a number of strategic advantages, including being located within a sustainable forest management area with an ample amount of suitable timber acreage. This distinction provides Point Bio Energy an opportunity to transport significant wood supplies to its facility at a much lower price point than its competitors. Another key element of the project was deepwater access to accommodate Panamax size vessels capable of handling quantities of 40,000 metric tons for export per shipment.

PBE expects to export up to ten vessels per year or 400,000 metric tons of wood pellets during 2012 and each year thereafter. The project will require approximately 18.8 acres of land at the port. One area will be used for staging and chipping timber and another where the pellets will be manufactured and then conveyed via conveyors to a transit shed on the port's general cargo docks. Transit Shed No. 1, consisting of 155,000 square feet, will serve as the marshalling or storage facility to accommodate shipload quantities of pellets for export, traveling down the Mississippi River and then on to European markets.

Jay Hardman, Executive Director of the port, stated that, "This is one of the biggest projects for the port in recent years, and the first green industry to locate within our facilities. We like the fact that it is an industry using sustainable renewable resources." Hardman pointed out that the recruitment of Point Bio Energy was a result of regional entities coming together for a common purpose. "The port received support and assistance from the Baton Rouge Area Chamber and the Baton Rouge Legislative Delegation," said Hardman, "as well as Port Commissioners, West Baton Rouge officials and the West Baton Rouge Chamber."

**For more information on Point Bio Energy, LLC visit [www.pbioen.com](http://www.pbioen.com)**



**Wood pellets have both industrial and residential applications as fuel and, unlike fossil fuels, are considered carbon-neutral because wood releases the same amount of carbon whether it's burned or decays on its own.**



**Over 130 guests attended the announcement of Point Bio Energy's plans to operate a wood pellet manufacturing plant at the Port. Louisiana Governor Bobby Jindal was the keynote speaker.**



**Riley Berthelot, Parish President of West Baton Rouge, greets Governor Jindal and William New, Chief Executive Officer of Point Bio Energy. Also pictured are Senator Rob Marionneau, Senate District 17 and Representative Major Thibaut, House District 18.**



**William New, Chief Executive Officer of Point Bio Energy; Adam Knapp, President and CEO of the Baton Rouge Area Chamber; Governor Bobby Jindal, and Jay Hardman, Port Executive Director, discuss the wood pellet manufacturing facility and its value to the port and the Louisiana timber and logging industries.**

# Port Partners



## Dan Claitor

*Louisiana State Senator*

In a special election to fill the unexpired term of Bill Cassidy after he was elected to Congress, Dan Claitor was elected State Senator, District 16, on April 4, 2009 with nearly 66 percent of the total votes cast. In his first session, he brought legislation that strengthens a teacher's ability to maintain control in the classroom with appropriate discipline.

He graduated from Lee High School in Baton Rouge, from LSU with a B.S. degree in Finance, and from Loyola Law School in New Orleans. Dan Claitor tried his first jury trial, the defense of a homicide case, as a senior in law school. He has spent a significant part of his time in a courtroom ever since including as a prosecutor in the New Orleans District Attorney's office under Harry Connick, Sr.

In addition to practicing as an attorney, he has been involved in his family business, Claitor's Law Books and Publishing, in many capacities including laborer, editor, author and general counsel. He and his wife, Sharmaine, have two sons, Sam and James.



## Rob Marionneau

*Louisiana State Senator*

At the age of 27, Rob Marionneau was elected to the Louisiana House of Representatives, representing the 18th district comprised of parts of Iberville, Pointe Coupee, West Baton Rouge, East and West Feliciana Parishes. While in the House, he served on the Criminal Justice, Transportation and Agricultural committees.

After serving one term, he ran for State Senator and was elected in 2000. In the Louisiana Senate, he serves on Joint Capitol Outlay and Agriculture committees. He has been an outspoken voice for those unable to speak for themselves and has never been afraid to be the lone vote on issues he feels are important. He also serves as a board member on the Mental Health Board of Louisiana.

Senator Marionneau graduated from Catholic High Pointe Coupee, attended Louisiana State University, and graduated from Southern University Law Center. He and his wife Keely live in Livonia and have one son, Robert III.

## Transit Sheds at the General Cargo Docks Undergo Extensive Rehabilitation

All new roofing and siding for the port's transit sheds on the General Cargo Docks were included in much-needed rehabilitation projects at the port. Some of the damage to the transit sheds was a result of Hurricane Gustav, but the majority of the buildings were constructed in the 1950s and were due for repairs. The project was funded through the Louisiana Department of Transportation Port Priority Program at a cost of \$1,275,470.

J. Reed Constructors of Baton Rouge was awarded the contract, and the project created 20 construction jobs.



## U.S. Corps of Engineers

### Port Allen Locks "dewatered" to undergo repairs.

The Port Allen Locks were bone dry after being dewatered and shut down to river traffic while the locks underwent major repairs during the months of August and September 2009. The Port Allen Locks were built in 1961 and were last dewatered in 1970. The locks are located at the northern-most point on the Mississippi River where barge traffic can pass through the locks into the U.S. Intracoastal Waterway System. By doing so, the distance for inbound and outbound barge traffic via Morgan City, Louisiana and Houston, Texas is shortened considerably.

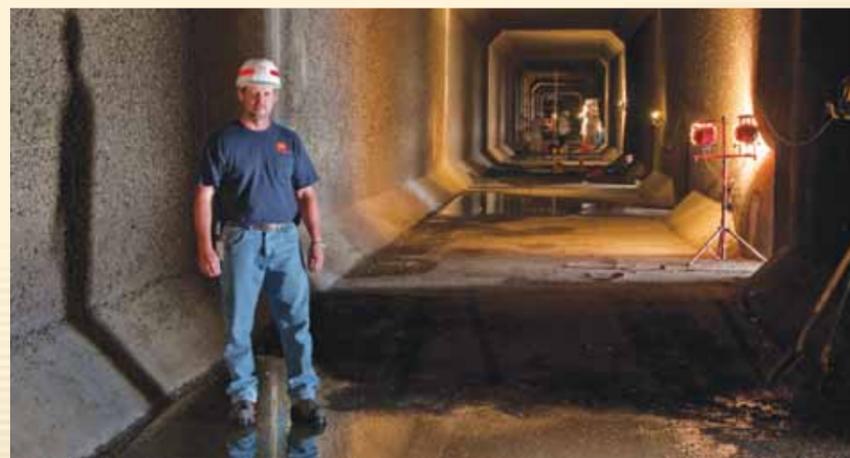
During the 58-day closure of the locks for repairs, the U.S. Army Corps of Engineers' Bucktown, Illinois Construction Group completed the majority of maintenance

work on the locks. The group replaced the Mississippi River end of the lock gates, repaired expansion joints, changed out electrical and control systems and upgraded or refurbished the hydrologic power units. The construction and maintenance crews worked 24 hours a day and there were 100 additional workers at the locks for the project. Cost of the maintenance project was \$12 million.

The Port Allen Locks are one of the top five busiest locks in the U.S. Army Corp of Engineers New Orleans District. On average annually, the Port Allen Locks move 25 million tons of cargo, 32,000 vessels a year go through the lock, and there are 6,000 lock operations. The locks operate 24 hours a day and never close.



**Brad Blanchard, lockmaster for the Port Allen Locks, in front of the repairs to the river end of the lock gates and inside one of the flood tunnels. Blanchard could not wait for the dewatering process to be completed before entering the north and south tunnels that use gravity to flood Mississippi River water into the locks. After nine years at the Bayou Sorrel Locks on the Port Allen Route, the Corps of Engineers transferred Blanchard to the Port Allen Locks, where he has been working for 14 years. During the repair operations, he was able to enter the two 14-foot-square cement tunnels that flood the 1,200-by 84-foot lock chamber for the first time.**



## Maritime Security Operations Center

Command center at the port will serve as a central location for maritime emergency response.



Initial construction began this spring on the Maritime Security Operations Center (MSOC) located next to port headquarters in Port Allen. This regional facility will improve and assist multiple agencies responding to any maritime emergency.

The Command Center will be elevated and will have the capability to operate during catastrophic flooding or other natural or man-made disasters. The design of the exterior reflects the marine architecture of naval vessels. The third floor will be used as a multi-purpose conference room that can immediately become a control center in the event of an emergency. This facility is designed to function continuously as a Command Center during either landside or maritime emergencies and will house local, state and federal officials during an emergency. Structurally, the building will be designed to withstand and resist high wind and flooding.

All of the port assessments from maritime community and river pilots identified a need for improved communications and a central command center for emergency response from a multitude of agencies from the landside or maritime side. It was determined that there was a need for a central location in the port region where all of the agencies that respond to incidents and disasters could come together to address the incident at hand. Examples of the interagency groups that respond to such emergencies include local, state and federal law enforcement; U.S. Attorney; U.S. Corps of Engineers; U.S. Coast Guard; U.S. Customs and Immigration Services; FEMA; NOAA and Wildlife and Fisheries.

The project is being designed by Crump and Wilson Architects, and Pyburn and Odom MCA, the port's consulting engineers. Block Construction of Baton Rouge is the general contractor for the construction of the new facility. All firms for the project are located in Baton Rouge.

**Total cost of the project is estimated at \$3,093,000.** Funding sources included \$1.3 million for Port Security Grant Round 6 from the U.S. Department of Homeland Security; \$2 million 2006 State Capital Outlay appropriation, and \$100,000 from the Louisiana Department of Transportation Port Security Consortium.

According to Jay Hardman, port executive director, "The port took a regional approach to this project. Partnering with West Baton Rouge Parish government and working with our regional Port Security Council, along with our federal and state partnerships, helped to not duplicate services and produce cost effective workable solutions, which will improve efficiency and response. This project is a win-win for everyone involved. Our congressional, state legislative delegation and port commissioners have been supportive and have assisted the port and the parish in securing the funding."

# All Ahead Full



Conceptual drawing of the Donaldsonville Riverfront provided by the SJB Group, LLC of Baton Rouge.

## Boat Launches to be Constructed in Port's Jurisdiction

The security and vulnerability of Baton Rouge's port assets and the federal government's willingness to assist with security enhancement projects are well documented. Through Federal Department of Homeland Security grants, 10 boat launches will be constructed in the port's jurisdictional area which includes the parishes of Ascension, East Baton Rouge, West Baton Rouge, and Iberville.

One of the first launch facilities to be constructed will be in the City of Donaldsonville. The boat launch will enhance the community's existing riverfront development and will be available for use during a maritime emergency. GeoEngineers, Inc. will provide topographic surveys, hydrographic surveys and geotechnical investigation of the Donaldsonville site.



## NOAA Sensor

Ship captains can now get free real-time information on water and weather conditions for the lower Mississippi River from a new NOAA ocean observing system that makes piloting a ship safer and more efficient. The NOAA Physical Oceanographic Real-Time System (PORTS®) on the lower Mississippi River provides observations of tides, currents, water and air temperature, barometric pressure, winds and bridge clearance. Collected from a NOAA variety of sensors, including those installed on the General Cargo Docks at the Port of Greater Baton Rouge, the data is available free on the Internet: <http://tidesandcurrents.noaa.gov/ports.html> and by phone: 888-817-7767 (toll-free).

## New Appointments By Governor Jindal to the Port's Board of Commissioners



**Corey C. Sarullo** was appointed in August 2009 as a new commissioner for the Port of Greater Baton Rouge, replacing former commissioner Brady Hurdle from Iberville Parish. Sarullo is a 2003 graduate of Louisiana State University, where he earned a Bachelor of Science Degree with a major in agricultural business. Mr Sarullo is branch manager of the Bank of Maringouin at the bank's interstate branch located in Grosse Tete.



**John Tilton** was appointed as a new commissioner in August 2009. He replaced former commissioner Donald Schexnayder as a representative of the Louisiana Farm Bureau. Tilton is the owner/manager of Belle Vale Plantation in West Baton Rouge Parish and worked at the port for many years as a member of the Longshoremen's Association. He is a lifelong cattle farmer and is retired from the International Longshoremen's Association Local 3033. Tilton graduated from Louisiana State University in 1970 where he earned a degree in accounting.



**Brenda Hurst** was appointed as a new commissioner in October 2009. She is a graduate of Louisiana State University, where she earned a Bachelor of Science degree with a major in accounting. She works at Wells Fargo Bank in Baton Rouge as Vice President Site Manager of Online Customer Service. She is a certified public accountant (CPA).



**Clint Seneca** was appointed as a new commissioner in December 2009. He is a lifelong resident of Iberville Parish and a 1999 graduate of False River Academy. Seneca then attended LSU-Eunice, where he studied Business Management. He is currently the deputy assessor for the Iberville Parish Assessor's Office.



**PORT OF GREATER  
BATON ROUGE**

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