



Sen. Sharon Hewitt



Sen. J.P. Morrell



Rep. Ray Garofalo

The St. Bernard Port, Harbor and Terminal District Board of Commissioners



Larry M. Aisola, Jr.



Harold J. Anderson



Rev. Henry Ballard, Jr.



William T. Bergeron



Rachel L. Nunez

Commissioners are unpaid public servants appointed by the Governor.

The Administration of the St. Bernard Port, Harbor and Terminal District



Drew M. Heaphy
Executive Director



Ross B. Gonzales
Director of Administration



Joseph T. Roche, III
Director of Operations



Eric J. Acosta
Port Facility Security Officer



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St. Bernard Port, Harbor & Terminal District 2019 REPORT





Drew M. Heaphy

FROM THE EXECUTIVE DIRECTOR

In 2018, St. Bernard Port, Harbor and Terminal District continued to prosper and evolve to meet today's challenges as one of Louisiana's busiest ports. Last year, 365 ocean going vessels chose St. Bernard Port as their port of call, loading and/or unloading over 8.7 million tons of cargo. Tonnage in 2018 was the third highest on record and the highest in the past five years.

I'm proud to report the highlight of the year was a steady increase in labor-intensive project cargo at the Chalmette Slip located in the Arabi Terminal. During the past twelve months, St. Bernard Port handled approximately 456,000 cubic meters of project cargo. The project cargo increase and variety are particularly encouraging for the future growth and prosperity of St. Bernard Port.

The import cargo consisted of wind energy blades, towers, nacelles, hubs, fibers and various industrial equipment. Modules for petrochemical plants and transformers for various power-related industries were also imported at the Chalmette Slip. Additionally, engines, generators and other trade equipment crossed our docks for Energy. Cold boxes and strippers for LNG and petrochemical plants, along with reels and cables for the offshore industry were unloaded. Cranes, heavy equipment, reactors, heat exchangers and oil field equipment were transported through St. Bernard Port to their destinations.

These cargos were imported for projects mostly along the Mississippi River for new plants and plant expansion between New Orleans and Baton Rouge. Some cargos are barged as far north as Minneapolis to be discharged onto rail or trucks to reach their final destinations. With the increase in general project cargo, the future is bright for St. Bernard Port.

Our mission is clear: promote economic opportunity for the citizens of St. Bernard Parish. We will continue to make growth and commerce our number one priority by partnering with federal agencies, participating in state funding programs, in conjunction with private business investment.

Under the skillful guidance of our Board of Commissioners, with the help of our federal and state legislators, and our administration and staff, I will continue to pursue a successful future for the St. Bernard Port and the citizens of our community.

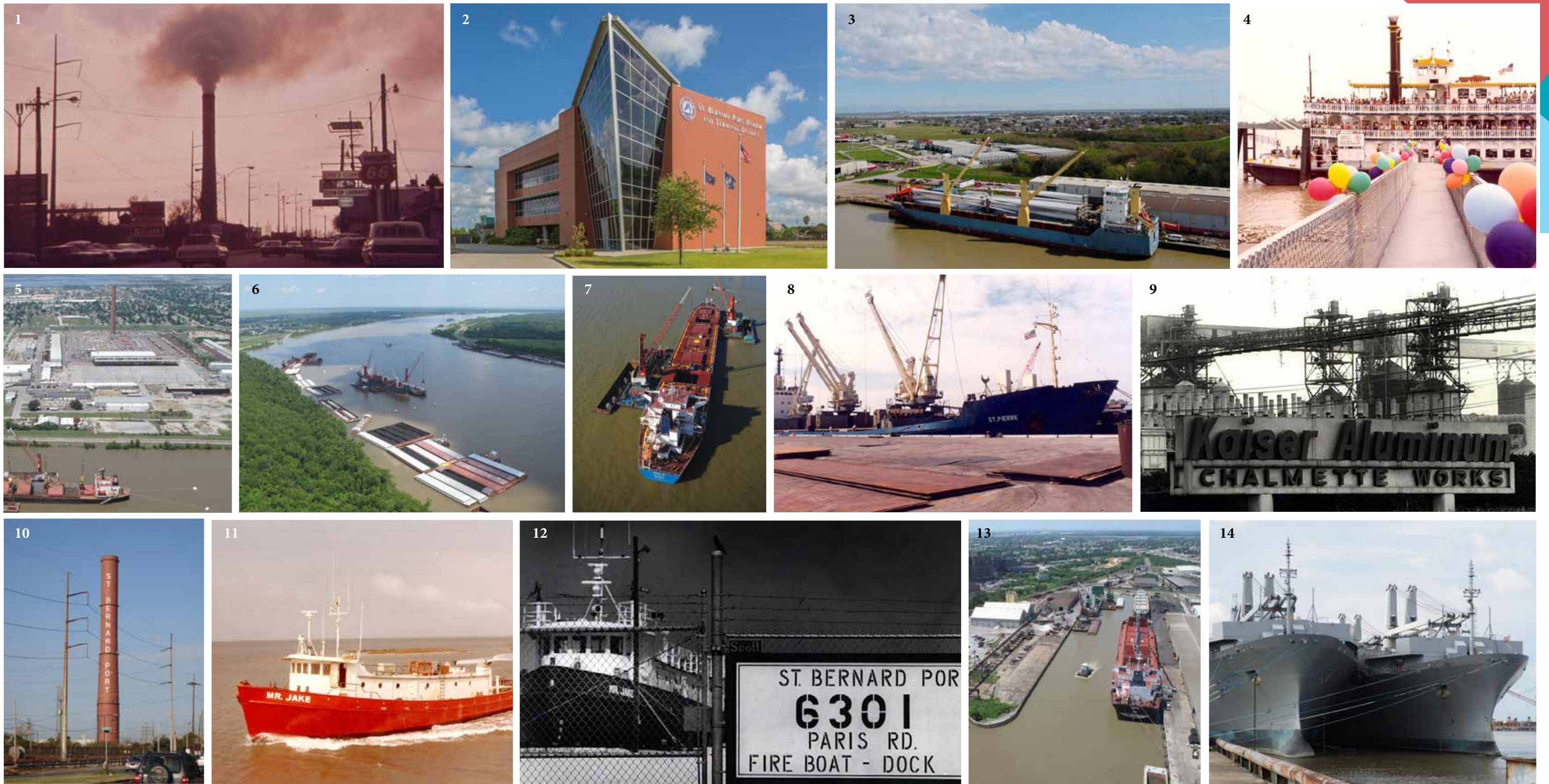
Drew M. Heaphy
Executive Director



CREATING JOBS FOR ST. BERNARD PARISH

The St. Bernard Port is the economic engine of St. Bernard, providing 18% of the jobs in the parish. The Port currently has 40 employees working among its Administration, Security, and Maintenance departments. As a landlord Port, there are over 40 different businesses located within the Port, creating an additional 1,000 jobs, and employing over 1,000 full-time employees throughout the Arabi, Chalmette, Meraux, and Violet terminals. The Port, its tenants, and patrons of the Port's facilities place an estimated \$325 million into the local economy annually.





THROUGH THE YEARS

Over centuries, from sailing ships, flatboats and paddle wheelers, to barges and ocean-going vessels, the Mississippi River has witnessed the evolution of nautical transportation. Today it is the busiest shipping corridor in the world.

1. The Kaiser Aluminum Plant 1973, the future home of the St. Bernard Port.
 2. The St. Bernard Port's new administration building opens in 2010. 3. In early 2019 the port housed wind turbine blades at the Arabi Terminal. 4. The St. Bernard Port builds its tour boat dock for the Jean Lafitte National Historical Park –

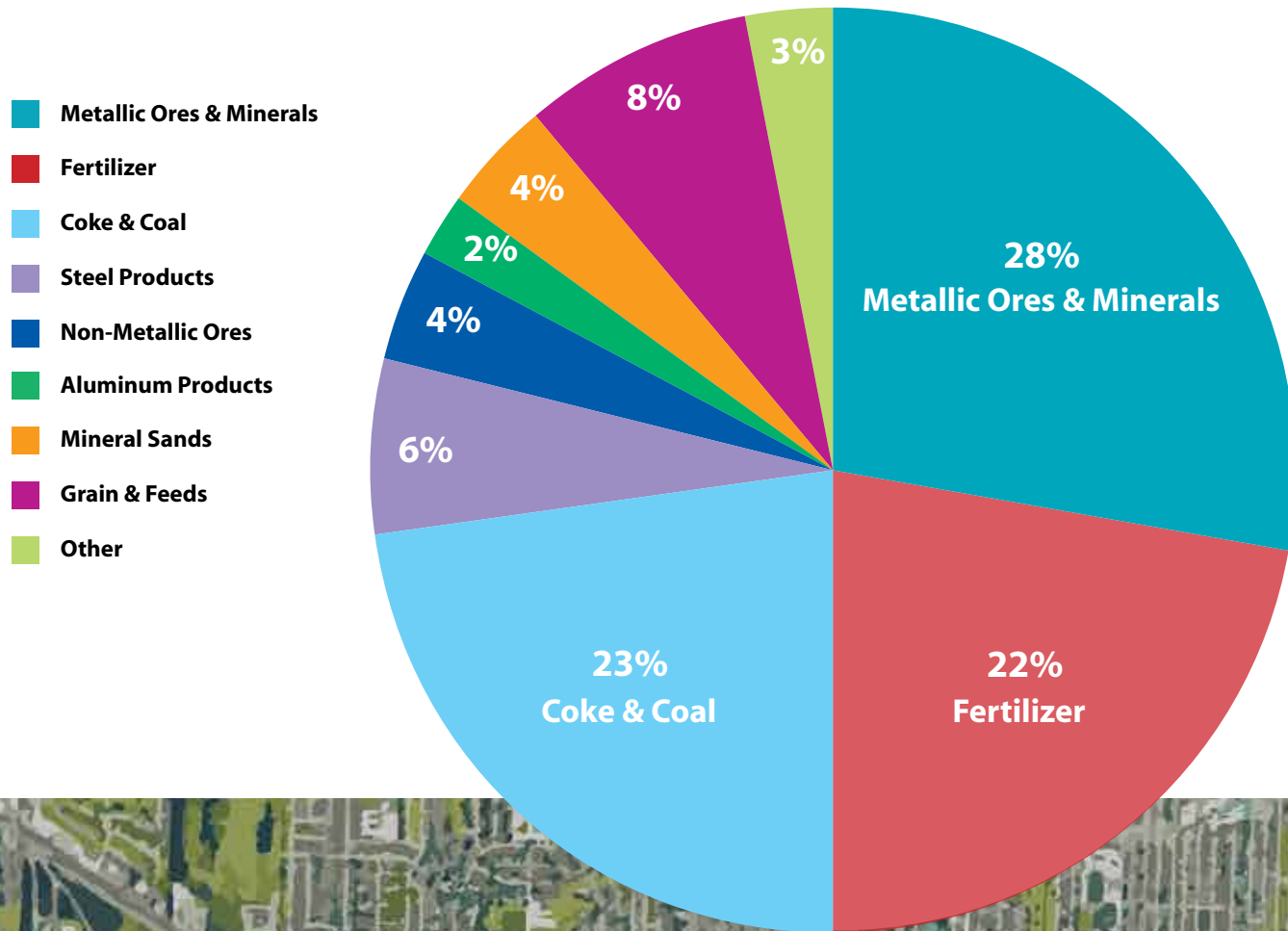
Chalmette Battlefield 1985. 5. Boasso Global moves into the Chalmette Terminal in 2002. 6. The Port builds Meraux Midstream Mooring Facility in 2003. 7. The Tina IV sets a record year for the St. Bernard Port in 2012. 8. The St. Bernard Port purchases Chalmette Slip in 1993. 9. The St. Bernard Port acquires the Kaiser Aluminum Plant in 1989. 10. The Port renovates the Kaiser Smokestack in 2009. 11. The St. Bernard Port's Fire Boat, Mr. Jake, 1989. 12. Fire Boat Mr. Jake at St. Bernard Port Dock 1989. 13. Associated Terminals, the ports Marine Terminal Operator, moves into the Arabi Terminal in 2002. 14. In 2013 two U.S. Navy Ships docked at the ports Violet Terminal.



IMPORTING AND EXPORTING BULK COMMODITIES

The St. Bernard Port is strategically located on the lower Mississippi River to help transload a multitude of cargo from oceangoing vessels, barges, docks, rail cars, warehouses, and trucks. The Port helps fuel our nation's industrial complex by importing vital raw materials from around the world. The Port also exports U.S. raw materials globally, therefore stimulating economic growth, not only in Louisiana, but the nation as a whole.

The St. Bernard Port handled 8.7 million short tons of bulk, breakbulk, and general cargo in 2018, making it the third highest year on record. The Port continuously operates around the clock, 365 days a year, in an effort to continue making a positive economic impact on St. Bernard Parish.



TOTAL TONNAGE 2006-2018

(Cargo Tonnage in Millions)

