PORT NOLA
THE PORT OF NEW ORLEANS

Matt Gresham
Director, External Affairs
Five Ports on the Lower Mississippi Handle…

- Over 11,000 vessel traverses annually
- 500 million tons of cargo
- 60% of the Nation’s grain
- 20% of the Nation’s coal and petrochemical cargo move through the Lower Mississippi River
The Port of New Orleans is a state agency that generates its own revenues as a multipurpose landlord port. The Port is governed by a board made up of seven unsalaried commissioners appointed by the Governor of Louisiana from a list of three nominees submitted by 19 local business, civic, labor, education and maritime groups from the Port's three-parish (county) jurisdiction.
Napoleon Ave. Container Terminal
CONTAINER FACILITIES

- 45 foot draft
- 850,000 TEU capacity
- 6 post-Panamax gantry cranes
- Largest ship= 9,600 TEUs
- Expansion footprint of 1.5 million TEUs
POSITIONED FOR STRONG CONTAINER GROWTH IN 2017

- CMA CGM NEW DIRECT ASIA PEX-3 SERVICE
- 26 day transit from Singapore will be a launchpad for import growth

- Estimated growth of 200,000 FEUs of container exports plastic resins from the Gulf region between 2017 and 2020

- Well-positioned with new global container carrier alliances
$80 Billion-Plus Announced Chemical and Manufacturing Expansions
GROWING INTERMODAL OPTIONS

- NEW Container on barge service between Baton Rouge-New Orleans

- $25 Million Modern, efficient intermodal container transfer terminal adjacent to the container terminal

- Study underway to determine feasibility of ‘steel wheel shuttle’
NEW MISSISSIPPI RIVER INTERMODAL TERMINAL

Modern, efficient intermodal container transfer terminal adjacent to the container terminal

- $25 million investment
- $16.7 million TIGER grant
- 4 tracks of 1,550 feet of working pad for each
- 2 new RTGs
- Capacity of 160,000 TEUs
SEACOR AMH is dedicated to operate a container on barge service throughout the region to support both current and future shipping needs.

<table>
<thead>
<tr>
<th>Memphis</th>
<th>Baton Rouge</th>
<th>3-5 days</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baton Rouge</td>
<td>Memphis</td>
<td>5-7 days</td>
</tr>
<tr>
<td>Baton Rouge</td>
<td>New Orleans</td>
<td>12 hours</td>
</tr>
<tr>
<td>New Orleans</td>
<td>Baton Rouge</td>
<td>24 hours</td>
</tr>
</tbody>
</table>
INLAND WATERWAY CONNECTIVITY

14,500 miles of inland waterway connectivity via the Mighty Mississippi.

CONTAINER ON BARGE

DIRECT DISCHARGE TO BARGE
EXPANSION PLANS
EXPAND TO 1.5 MIL TEU CAPACITY
INVESTING IN INTERMODAL EFFICIENCY
CONTAINER TERMINAL EXPANSION

**CONTAINER EXPANSION AREA**
Cost: $523 Million
Add’l Capacity: 587,000 TEUs /yr
5 New Cranes

**INTERMODAL RAILYARD**

**EXISTING CONTAINER TERMINAL**
6 Existing Cranes

Invested $25 million in rail infrastructure
Invested $8 million in reefer plugs
GROWING CONTAINER VOLUMES

Port NOLA surpassed the half-million mark for 20-foot-equivalent units (TEUs) handled in a 12-month period for the first time.

525,000 TEUs in 2015 and growing.
THANK YOU

Find us on Facebook
/NewOrleansPort

Find us on Twitter
@PortNola #PortNola

Watch us on YouTube
PortofNola

www.portno.com