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*Port of New Orleans Acting President & CEO
New Orleans Public Belt Railroad Acting CEO*

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Driving Regional Economic Growth

Orleans Parish

St. Bernard Parish

Jefferson Parish

Our **MISSION** is to drive regional economic prosperity by maximizing the flow of international trade and commerce as a modern **Gateway**.

CARGO, RAIL, CRUISE & REAL ESTATE



Focused on regaining cargo volume, growing imports and restoring shipper confidence



Strategic focus on inland strategy- rail and barge growth



Building on strong base commodities + targeting non-ferrous metals, lumber, bagged cargo and project cargo



Leveraging real estate assets to drive cargo volumes



Cruise market has recovered, 1.2 million passenger movements in FY23

LAKE PONTCHARTRAIN



PORT NOLA

THE PORT OF NEW ORLEANS

GREEN = PORT PROPERTY



Lake Pontchartrain Causeway



ECONOMIC **IMPACT**

19,050 jobs and **\$3.9 billion** of output
Jurisdiction

21,700 jobs, **\$4.3 billion** of output
State

119,510 jobs, nearly **\$30 billion** of output
National

\$75,000, average salary of Port NOLA tenant
employees; 51% higher than the local average

Cargo Profile

Louisiana has the advantage of home-grown exports and is poised to grow imports with distribution centers and value-added sites.



OUR WORK SPEAKS VOLUMES

Household items made possible by some of the commodities moved annually at the Port of New Orleans:



660 MILLION
CHICKEN POT PIES



1.65 MILLION
STEEL-BODIED CARS



24.3 BILLION
PLASTIC CREDIT CARDS



145 MILLION
RUBBER TIRES



20 BILLION
CUPS OF COFFEE

CONTAINER CAPABILITIES

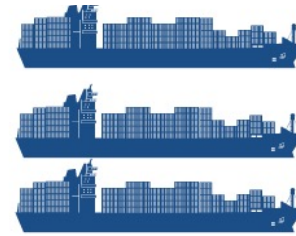
1M TEU
ANNUAL CAPACITY



UPGRADED GATE
AND YARD
EFFICIENCIES



3 BERTHS



9 GANTRY
CRANES



2 On-Dock
Intermodal Services

CN & CPKC



500+ TEUS

MOVING WEEKLY BY CONTAINER
ON BARGE

50ft



CHANNEL
DEEPENING
COMPLETE THRU
PORT NOLA

ON-GOING
TERMINAL
IMPROVEMENTS
IN PROGRESS



6 DEDICATED
BREAKBULK
WHARVES



BREAKBULK CAPABILITIES

225+
ACRES OF LAYDOWN
AREA

1.6 MILLION
SQ FT OF COVERED
STORAGE ON DOCK

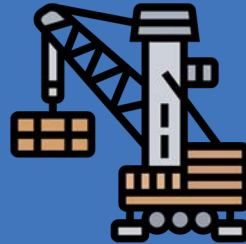


13K
FEET OF LINEAR
BERTH SPACE

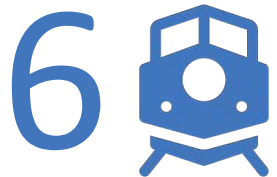
DIRECT
DISCHARGE TO
BARGE
CAPABILITIES



DIRECT ON-
DOCK RAIL AT
ALL WHARVES



HEAVY LIFT CAPABLE
WITH ON-DOCK
MOBILE HARBOR
CRANES & FLOATING
CRANE AVAILABILITY



6
CLASS I
RAIL CONNECTIONS

EFFICIENT HIGHWAY
ACCESS

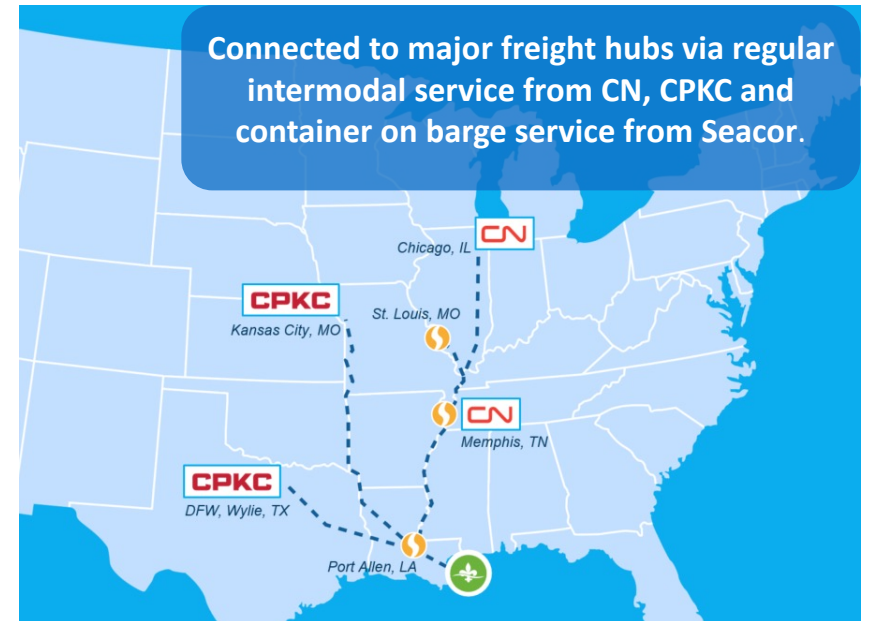
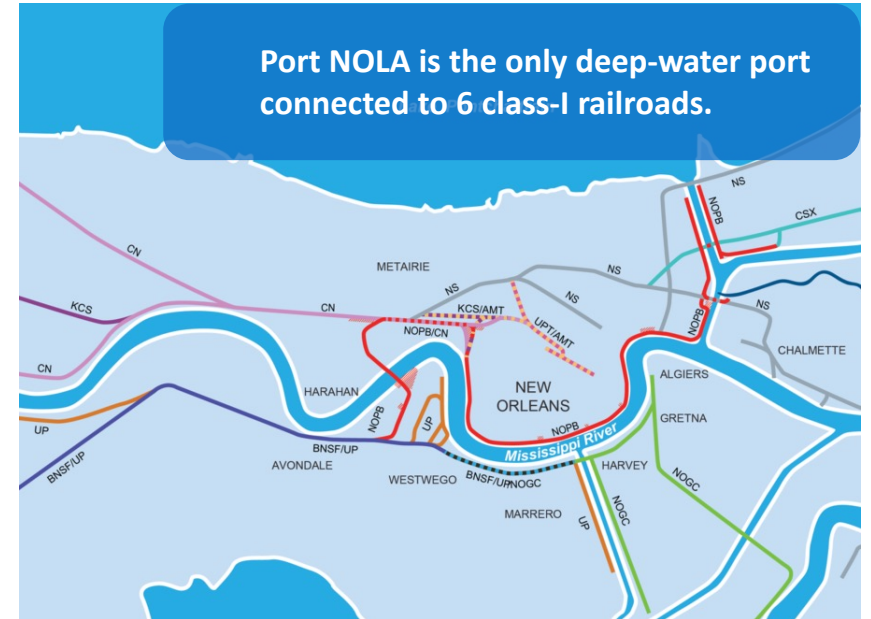


ON- GOING
TERMINAL
IMPROVEMENTS



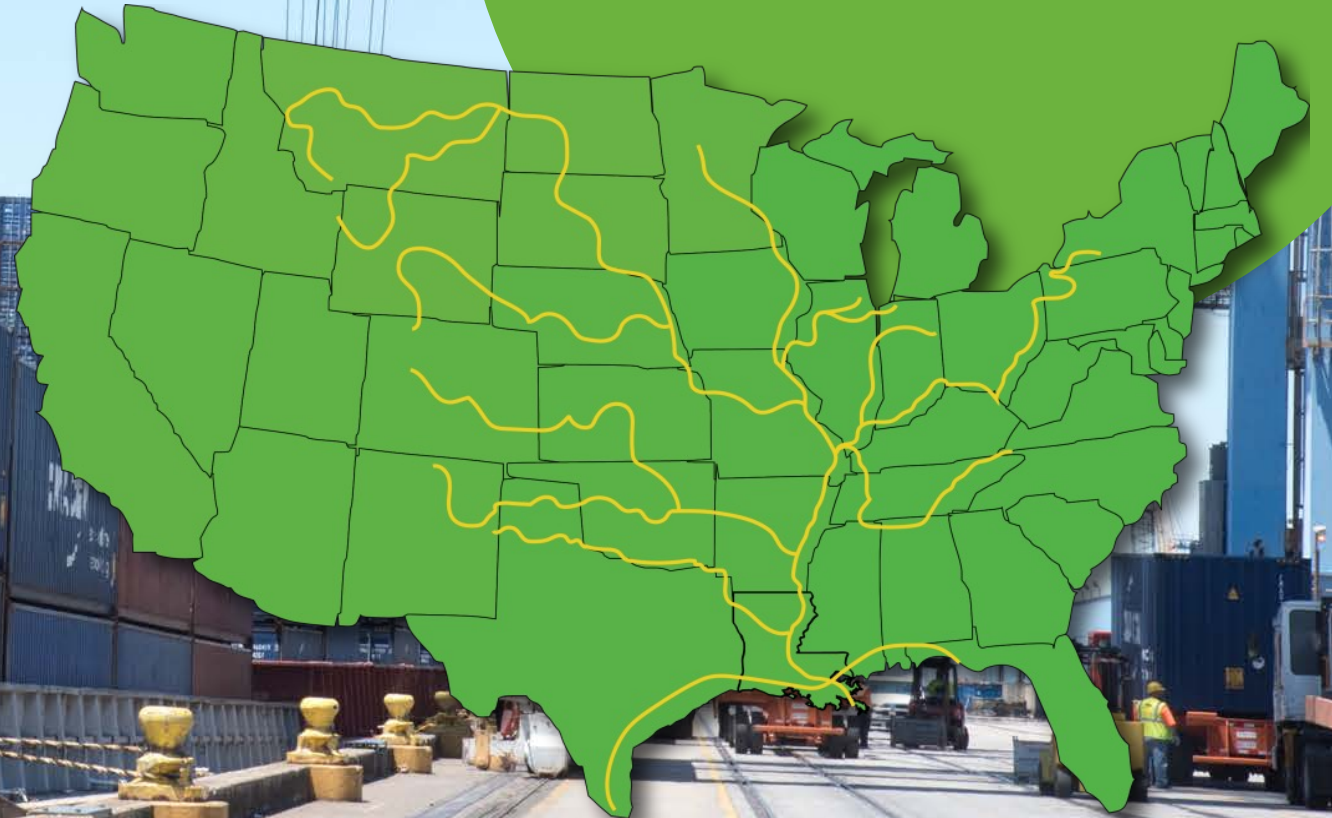
INLAND CONNECTIONS

Best in Class Rail Infrastructure



INLAND CONNECTIONS

The Mississippi River System connects Port NOLA to the nation's heartland via 14,500 miles of inland navigable waterway.



Industrial Real Estate



2500

ACRES OF PORT OWNED REAL ESTATE

INDUSTRIAL REAL ESTATE LEASES

60

3 MILLION SQFT COVERED STORAGE



15

VALUE-ADDED SERVICE PROVIDERS



PRIORITY PERMITTING



COMMERCIAL SUPPORT



FTZ GRANTEE



ENVIRONMENTAL SUPPORT

PROXIMITY TO RAIL STORAGE YARDS TO MAINTAIN GATEWAY FLUIDITY

16
RAIL-SERVED TENANTS



CLOSE PROXIMITY TO MAJOR INTERSTATE SYSTEMS

PRIME LOCATION WITHIN 10 MILES OF PORT NOLA

10

Historic investments have paved the way for the future of Louisiana's maritime industry.

\$14.5B

**Hurricane &
Storm Damage
Risk Reduction
System**

\$250M

**50ft Deepening of
the Mississippi
River Shipping
Channel**

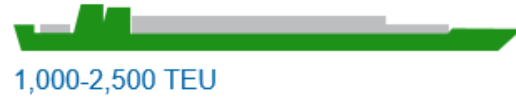
\$140M

**Expansion at
Napoleon
Container
Terminal & 4
New Cranes**

Alignment

**With the New
Orleans Public
Belt and 6
Class I
railroads**

EVOLUTION OF CONTAINER VESSEL SIZES AND LOUISIANA'S LIMITATIONS



A



B



C

Port of New Orleans Current Vessel Sizes

Louisiana cannot handle the new class of container vessels without the Louisiana International Terminal.



Why Violet?

The Port of New Orleans assessed several potential terminal sites with input from riverboat pilots and engineering consultants to determine the safety and feasibility of building in each location. You can review the Violet navigation study at YourWorkingRiver.com.

Proposed Terminal Location



Violet is the best location for a modern container ship terminal on the Lower Mississippi River because of its:



Naturally deep water that is easy to navigate and doesn't need dredging



Existing connections to national rail and road networks



Protection from hurricanes and storm surges behind federal levees



River current that is parallel to the wharf for safe docking



Space for larger ships to dock



LOUISIANA INTERNATIONAL TERMINAL ST. BERNARD

2025: Anticipated Construction Start
2028: First Berth Opens

- ✓ *Highway and Rail Service*
- ✓ *Extra land available for a maritime container terminal value added/logistics sector development*

100

Year Federal Flood Risk Reduction

15K+

Container Ship Size Capacity

2M

Total Container (TEU) Capacity

3.6K

Linear Feet of Berthing Space



LOUISIANA INTERNATIONAL TERMINAL ST. BERNARD



Loading...



PERMIT

2025

\$800M

COMMITTED BY
PRIVATE
PARTNERS

\$500M

PORT NOLA
FUNDING

\$300M

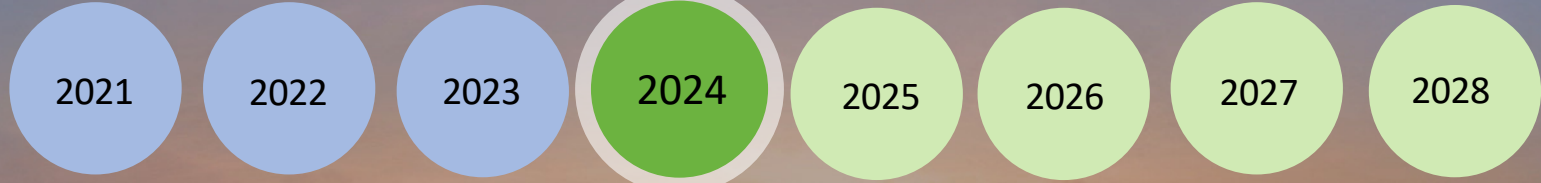
FEDERAL
GRANTS
AWARDED

\$180M

STATE
FUNDING SUPPORT

TERMINAL AND
WHARF DESIGN



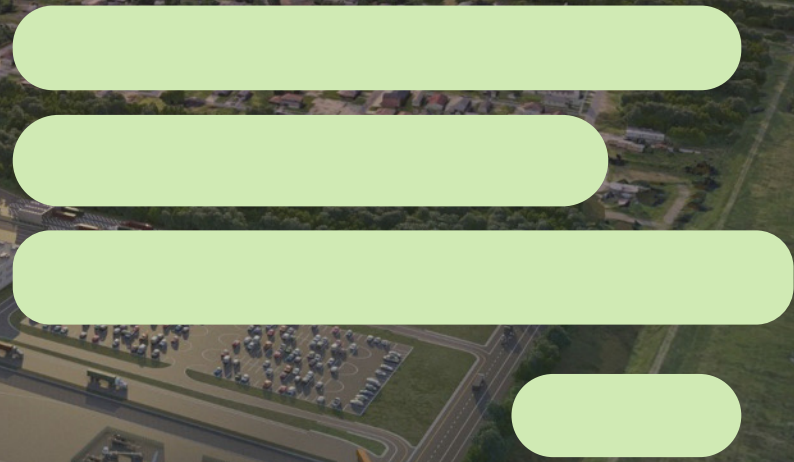


- 1200 Acre Aquisition
- Terminal & Wharf Design
- Federal Permitting
- Partners & Finance
- Ground Breaking & Wharf Construction
- Crane Procurement
- Site, Building and Security
- Phase I - Open Berth

COMPLETED



Partners Selected	\$800M	\$73M	\$262M
		\$30M	\$150M



Transportation Corridor

\$50M \$15M



BROAD SUPPORT & PARTNERSHIPS

STATE AND LOCAL ELECTED OFFICIALS



INDUSTRY



WORKFORCE DEVELOPMENT



PORTS



TRADE ASSOCIATIONS



LOCAL ASSOCIATIONS



Projected Economic Impact

St. Bernard Parish

4,300+

Estimated Jobs

\$41M

Estimated New Annual
Tax Revenue

Regionally

11,800+

Estimated Jobs

\$55.1M

Estimated New Annual
Tax Revenue

Statewide

18,500+

Estimated Jobs

\$80.3M

Estimated New Annual
Tax Revenue

\$759.8M

Estimated Total New
Tax Revenue by
2050



LOUISIANA

INTERNATIONAL TERMINAL
ST. BERNARD





PORT NOLA
THE PORT OF NEW ORLEANS

 NewOrleansPort

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