

## **1. Low-Sulfur Mogas Project, ExxonMobil, Baton Rouge**

Cost: \$280 million

Start/Completion: June 2002/January 2004

Owner: ExxonMobil, Baton Rouge

Contractor: Fluor Corp., Pasadena, Calif.

Engineer: Fluor Corp., Pasadena, Calif.

ExxonMobil's \$280 million low sulfur mogas (clean gasoline) project will enable the Baton Rouge refinery to produce low-sulfur gasoline by 2004, as mandated by the Environmental Protection Agency.

Eleven heavy lifts will be required before the project's end in November, five of which weigh more than 200 tons.

According to ExxonMobil's Wayne Purdom, site startup manager, the project's ultimate purpose is to enable the Baton Rouge plant to begin producing gasoline with reduced sulfur (less than 30 parts per million) by Jan. 1, 2004.

"The project maintains the refinery's ability to produce gasoline. Without this project, there would be an approximately 30 percent reduction in the amount of gasoline the plant could produce," Purdom said. The project uses SCANfining technology developed by ExxonMobil engineers in Baton Rouge, which reduces sulfur content in gasoline while maintaining octane level. This proprietary technology has been sold to other refining companies as part of efforts to reduce sulfur in their own fuels.

The design portion of the Engineer/Procure/Construction contract began in 2001 (performed by Fluor Corp. engineers in Houston and New Delhi, India, offices), and construction broke ground at the site in June 2002.

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## **2. Metallocene ethylene elastomer expansion, ExxonMobil, Baton Rouge**

Cost: \$150 million

Start/Completion: Spring 2002/Third Quarter 2003

Owner: ExxonMobil Chemical, Baton Rouge

Engineer/Constructor: Mitsui Engineering and Shipbuilding Inc.; Engineers and Constructors International Inc., Baton Rouge

In 2002, ExxonMobil Chemical Company and Mitsui Engineering and Shipbuilding Inc. executives joined local officials and contractors to kick off construction of a production expansion for metallocene ethylene elastomer products in Baton Rouge.

The facilities are expected to be operational the third quarter of 2003 and will add capacity of more than 90 kilotons annually of product.

"We are pleased that Baton Rouge will be the site of this production expansion and a global supply source for our customers," said Rich Mohring, Baton Rouge site

manager. The facilities will create between 80 to 100 new jobs when operational and 700 to 800 ExxonMobil and contracted jobs during the actual construction.

Mary Ahner, vice president of ExxonMobil Chemical's Ethylene Elastomers Business, said, "These facilities will enable us to expand our capabilities from our large, integrated locations in the Baton Rouge area and underscore our commitment to invest in and support our customers' needs for advanced ethylene elastomer products.

"We especially are pleased to be working with several local subcontractors as well as Mitsui Engineering and Shipbuilding Inc. and their subsidiary Engineers and Constructors International Inc., known for their international expertise in the design and construction of facilities such as these."

The Baton Rouge Plastics Plant, built in 1968, employs 225 full-time and 105 contract workers. The site currently produces low density polyethylene used in plastic films, molding, adhesives and oil additives.

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### 3. **Brine Mining & Pipeline, Dow Chemical Co., Napoleonville**

Cost: \$93.7 million

Start/Completion: October 2002/March 2004

Owner: Dow Chemical Co., Napoleonville

Dow Chemical Company is upgrading and modernizing its Grand Bayou brine mining facility in Assumption Parish and improving its brine pipeline system that runs between Assumption and Iberville parishes.

Grand Bayou Operations is an existing Dow facility in Napoleonville that mines underground salt with water to produce a saturated brine solution used in making chlorine and caustic at Dow's Louisiana Operations in Plaquemine. The facility also stores hydrocarbon feedstock in underground storage wells.

The improvements at the Grand Bayou Operations facility include drilling four wells into the existing salt dome, upgrading the existing piping system to support the mining operations and installing a new power substation and electrical distribution system. Improvements to the brine transfer system include the installation of two new pipelines – a 26-in. and 8-in. pipeline – over 29 miles long between Dow Grand Bayou Operations and the Plaquemine site in Dow's existing pipeline corridor.

Grey Wolf Company, located in Lafayette, was the drilling contractor. At peak workloads, there were more than 40 construction jobs involved in the drilling program. The new Entergy Substation was completed in November of 2002 and will be tied into a new power distribution grid system at the site in late 2003.

Two to five new permanent jobs will be added to Grand Bayou Operations as a result of the upgrade to the existing facility. Up to 200 construction jobs will be filled over several years of work during the building of this facility.

The installation of the new 26- and 8-in. pipelines between Grand Bayou Operations and Louisiana Operations started in May 2002 and will be completed in May 2003. The pipelines were designed by Mustang Engineering from Houston, and the major pipeline contractor for the project was Troy Construction. During pipeline construction, more than 400 construction workers will have been employed.

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#### **4. Automotive Parts Assembly Facility, Shreveport**

Cost: \$16.2 million

Start/Completion: July 2002/Spring 2003

Owner: AI-Shreveport LLC, Shreveport

Contractor: Brown Builders Inc., Bossier City

In order to achieve General Motors' mandated deadline for its new line of Chevrolet Colorado and GMC Canyon trucks, AI-Shreveport had to supply new transmissions several months before the final completion of its new facility.

To facilitate the process, Brown Builders Inc., Bossier City, took control of both design and construction to hurriedly open 80,000 sq. ft. of the 226,000-sq.-ft. facility, as well as a 6,500-sq.-ft. office area, to allow the company to begin partial operations.

According to Dan Fellows, project manager with Brown Builders, approaching the \$16.2 million project in such a fashion provided fuel for the project's schedule and enabled the contractor to meet the goal with time to spare.

"It gave us greater control, which helped us avoid the kinds of errors or omissions you might typically encounter on a more traditional jobsite, and we cut costs in the process," Fellows said.

Brown Builders had ultimate responsibility for the design, although much of it was performed by John Cush & Associates, Bossier City.

"Relationships with subcontractors are also enhanced in a design-build project," Fellows said. "Basically, we were able to select our subs. In a bid process, you have to take the low bid . . . and there's no relationship there. Sometimes you get those low bidder companies that you're not familiar with, but you've got to use them."

The most fundamental component of the design-build relationship, though, is greater communication between contractor and owner.

"There's more of a direct relationship with the owner – you're continuously showing him what the finished areas are going to be like, and proposing alternatives that might be less expensive. It's more hands on," he said.

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#### **5. Sugar Mill Expansion, St. James**

Cost: \$14.9 million

Start/Completion: March 2002/Spring 2003

Owner: South Louisiana Sugar Cooperative, St. James

Engineer: F. C. Schaffer & Associates, Baton Rouge

Construction began March 2002 to consolidate three southeast Louisiana sugar cooperatives into one operation in St. James, dubbed the South Louisiana Sugar Cooperative. As a result, production at the existing St. James plant has increased from 7,000 to 10,000 tons of sugar per day.

According to Lenny Waguespack II, assistant general manager, by consolidating the mills the cooperatives will benefit from certain operational efficiencies.

"We now have economies of scale – before, the three mills were the smallest in the state and they weren't economical. We were spending \$2.5 million each year just in

equipment repairs,” Waguespack said. “We’ve also reduced the number of people necessary to operate all that equipment.”

“We put in some new vessels to expand our capabilities,” he continued. “This expansion had to do more with the processing end, where you actually make the sugar. We’re now going back on the front end to get more throughout in the mills.” Some of the added equipment includes a continuous vacuum pan (where the sugar is boiled), a condenser and centrifuges.

The St. James mill, which has been in operation since 1945, crushes sugar cane to extract raw juice, then extracts the sugar from the juice.

“The South Louisiana Sugar Cooperative is a private company owned by the farmers,” Waguespack said. “The cooperative members are the actual farmers who bring their cane here. With the new setup, we currently have 88 members.”

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**6. Petrochemical Finishing Facility, Norco**

Cost: \$13.5 million

Start/Completion: September 2002/June 2003

Owner: Resolution Performance Products LLC, Norco

**7. Consolidation of Facilities, Shreveport**

Cost: \$12 million

Start/Completion: October 2002/April 2005

Owner: Libbey Glass Inc., Shreveport

**8. Installation of Low NOX Burners, New Roads**

Cost: \$11.3 million

Start/Completion: February 2002/September 2002

Owner: Louisiana Generating, New Roads

**9. Fuel Oil and Methanol Storage Expansion, St. Rose**

Cost: \$11.1 million

Start/Completion: September 2002/September 2003

Owner: International – Matex Tank Terminals, St. Rose

**10. Buildings & Covered Work Areas, Houma**

Cost: \$7.9 million

Start/Completion: February 2002/December 2003

Owner: Houma Fabricators Shipyard, Houma

**11. Blast Resistant Control Center, Belle Chasse**

Cost: \$7.5 million

Start/Completion: November 2002/December 2004

Owner: Tosco Corporation, Belle Chasse

**12. Replace Substation, Belle Chasse**

Cost: \$7.4 million

Start/Completion: November 2002/July 2004  
Owner: Union Carbide Corp., Taft

13. **Upgrade hazardous waste combuster, Norco**

Cost: \$6.7 million  
Start/Completion: April 2002/December 2002  
Owner: Resolution Performance Products LLC, Norco

14. **Additional equipment, Hammond**

Cost: \$5.7 million  
Start/Completion: October 2002/November 2002  
Owner: Sanderson Farms Inc., Hammond

15. **Building for hot-dip galvanizing plant, St. Martinville**

Cost: \$5.5 million  
Start/Completion: October 2002/February 2003  
Owner: L&L Services Industries Inc., St. Martinville

16. **VA emissions reduction equipment, Baton Rouge**

Cost: \$5.2 million  
Start/Completion: August 2002/December 2002  
Owner: ExxonMobil Plastics, Baton Rouge

17. **Product line expansion, Mansura**

Cost: \$4.4 million  
Start/Completion: March 2002/September 2003  
Owner: Kerotest Manufacturing Corp., Mansura

18. **Carbon dioxide liquefaction plant, New Orleans**

Cost: \$3.4 million  
Start/Completion: 2002/2003  
Owner: Dufour Petroleum Inc., New Orleans

19. **Plant expansion, Metairie**

Cost: \$3 million  
Start/Completion: January 2002/December 2003  
Owner: Ineos LLC, Metairie

20. **Automotive parts manufacturing facility, Shreveport**

Cost: \$2.9 million  
Start/Completion: August 2002/August 2003  
Owner: Kace Logistics LLC, Shreveport