

Exhibit "B1"



CONFIDENTIAL

SITE EVALUATION

Geismar Site

July 2, 2008

Prepared By:



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I. LOCATION

- A. Name of Site: [Geismar Site](#)
- B. City: [Geismar](#)
- C. Parish: [Ascension](#)
- D. State: [Louisiana](#)
- E. Township/Range/Section: [T9S / R2E / Section 10 / 11 / 48](#)
- F. Highway/Street Coordinates: [Bisected by HWY 75 – West of HWY 73](#)
- G. Greenfield/Brownfield: [Greenfield](#)
- H. Industrial Park/Rural or Residential Area: [Industrial](#)

II. SITE CHARACTERISTICS

- A. Size: [225 Acres](#)
 - 1. Number of developable acres on proposed site: [Approximately 185](#)
 - 2. Number of parcels on proposed site: [3](#)
- B. Price: [Negotiable](#)
- C. Dimensions (feet): [Irregular](#)
- D. Current/Prior Uses: [Agricultural](#)
- E. Number of Structures on Site: [None](#)
- F. Describe each structure on site: [N/A](#)
- G. Surrounding land uses: [Rural, Industrial, Agricultural](#)

III. ENCROACHMENTS/SITE PREPARATION

- A. Any public roads on the site: [Yes – HWY 75](#)
- B. Any visible pipelines, easements, and/or right of ways: [Yes](#)
 - 1. Identify the easement and the owner for each:
 - [I.C.G. Railroad 100' ROW](#)

- *USACE Mississippi River Levee*
- *Gulf States Utilities Co. 40' ROW*
- *Mobile Oil Corp. 10' ROW*
- *Shell Pipe Line Corp 10' ROW*
- *Borden Chemical 50' ROW*
- *Big Three Industries 25' Servitude*
- *Sorrento Pipeline LLC. 10' Servitude*

C. Any cemeteries/gravesites/Native American aspects: **No**

D. Percentage of Land Cleared: **85%**

E. Cost of Clearing: **\$4000 / Acre**

F. Any underground storage tanks or facilities: **No**

IV. JURISDICTION AND ZONING

A. Is site in the city limits: **No**

B. Is annexation necessary: **No**

1. Approximate time required: **N/A**

C. Current zoning on the site: **Industrial**

1. Height limit: **N/A**

2. Approximate time to rezone: **Approximately 4 Months**

3. Does zoning allow metal buildings: **Yes**

4. Does zoning require landscaping: **No**

5. Zoning of surrounding tracts: **Industrial**

a) North: **Industrial**

b) South: **Industrial**

c) East: **Industrial**

d) West: **Industrial**

6. Any restrictive covenants: **No**
7. Any common area maintenance fees: **No**

V. BUILDING FEES

- A. Building Permit Formula: **For valuations up to \$100,000, the fee shall be \$3.00 per thousand dollars.**
- B. Building Permit Fee: **For valuations from \$100,000 through \$500,000, the fee shall be \$2.00 per thousand above \$100,000.**
- C. Building Review Fee: **For valuations above \$500,000, the fee shall be \$1,100 plus \$1.50 per thousand dollars above \$500,000.**

VI. SITE ACCESS:

- A. Nearest North/South Interstate Highway: **Interstate 55 to the East**
 1. Distance to nearest North/South Interstate: **35 Miles**
- B. Nearest East/West Interstate Highway: **Interstate 10 to the North**
 1. Distance to nearest East/West Interstate: **5.5 Miles**
- C. Distance to local or state highway: **Adjacent to LA 73 & LA 75**
- D. Describe the ingress/egress routes in regards to congestion and safety: **A major portion of the Site is located at the western intersection of LA 75 & LA 73 and extends south to the Mississippi River. 5.5 miles north of the LA 73 & LA75 intersection, LA 75 intersects Interstate 10.**
- E. Indicate the total number of roads providing access to the site: **2**
 1. Is access to the site controlled by a traffic signal: **No**
 2. Indicate roads providing access for trucks: **LA 75 & LA 73**
 - a) Road/ Street/ Name:
 - b) Condition: **Good**

- c) Weight Limit: [Unknown](#)
- d) Number of Lanes: [Two](#)
- e) State/ Local/ U.S.:

F. Improvements Required: [None](#)

G. Cost of Improvements: [N/A](#)

VII. FIRE, EMT and POLICE PROVIDER

A. Fire Protection provided by: [Geismar Volunteer Fire Department](#)

1. Distance: [2.5 Miles](#)
2. Response time to site: [1-5 Minutes \(Dependant on Volunteer Availability\)](#)
3. ISO Rating: [Class 5](#)
4. Number of personnel per 1000 population: [Unknown](#)
5. Identify any special resources available: [None](#)

B. Police Protection provided by: [Ascension Parish Sheriff](#)

1. Distance: [7.25](#)
2. Response time to site: [3 Minutes](#)
3. Number of personnel per 1000 population: [.41](#)
4. Identify any special resources available: [None](#)

C. EMT Assistance provided by: [Geismar Volunteer Fire Department](#)

1. Distance: [2.5 Miles](#)
2. Response time to site: [1-5 Minutes \(Dependant on Volunteer Availability\)](#)
3. Number of personnel per 1000 population: [Unknown](#)
4. Identify any special resources available: [Nearest helicopter lift in Baton Rouge with a response time of 15 minutes.](#)

VIII. TAXES

A. Chart:

Taxing Entity	Real Property	Personal Property	Inventory
City			
School			
Parish (County)			
Total Tax Rate			

B. What is the tax valuation formula:

C. What is the tax valuation formula for Commercial Improvements:

IX. PORTS

A. Name of Port: [Port of Greater Baton Rouge](#)

B. Location:

1. Latitude: [North 30 degrees, 27 minutes](#)
2. Longitude: [West 91 degrees, 12 minutes, 30 seconds](#)

C. Port Jurisdiction: [Parishes of Ascension, East Baton Rouge, Iberville and West Baton Rouge](#)

1. [The major deepwater complex of the Port is located on the west bank of the Mississippi River in Port Allen, Louisiana at Mississippi River Mile 229 A.H.P, \(Ahead of Passes\). The Port of Greater Baton Rouge is situated at the convergence of the Mississippi River and the U.S. Gulf Intracoastal Waterway and is linked to major U.S. Gulf ports between north Florida and south Texas and through the Mississippi River inland waterway system. Both deep draft and shallow draft public terminals are located within the port's jurisdiction covering 85 miles of the Mississippi River on the east and west bank.](#)

D. Distance from proposed site: [10 Miles](#)

E. River, Lake, or Ocean: [Mississippi River and US Gulf Intracoastal Waterway](#)

F. Channel Depth: [The port is the head of deep water navigation on the Mississippi](#)

River; a 45' shipping channel to the mouth of the Mississippi River is maintained by the Army Corps of Engineers.

- G. **Turning Basin:** Unlimited. Ocean-going vessels of Panamax Size or larger are unloaded/loaded in Baton Rouge. Average vessel length calling at the Port of Greater Baton Rouge is 650-700 feet at the general cargo wharfs. There are available harbor tugs in the area.
- H. **Barging Facilities:** Baton Rouge is a hub for barge traffic and has a large barge fleet area where barge tows are fleeted for transport through the Mississippi River inland waterway system and U.S. Gulf Intracoastal Waterway. The port owns 2 public barge terminals. One terminal is located on the U.S. Gulf Intracoastal Waterway. This terminal has a 250 ft dock, depth at 12 feet, 4 acre container marshalling yard and additional property for development. The terminal is built to accommodate heavy loads and short sea shipping containers. On the east bank of the river in North Baton Rouge Parish there is a public bulk terminal handling a variety bulk products (e.g., aggregate, heavy loads, steel coils).
- I. **General Cargo Facilities:** General Cargo Docks 1 & 2: Port-Owned; Cargo: General; Berths: 5; Length: 3,000 ft of wharf, on dock rail, 17 miles of rail within the facility, 525,000 sq.ft. transit sheds/warehouses.
- J. **Containerized Facilities:** There are no facilities for unloading container ships in Baton Rouge. The port does have a specialized container-on-barge facility at the barge terminal located on the US Gulf Intracoastal Waterway. If there is regular volume, this short-sea shipping service can deliver containers to the seaports of New Orleans, Louisiana and Houston, Texas via barge. Average time to New Orleans is 24 hours and 3 days to Houston. The marine infrastructure is in place to handle these cargo movements.
- K. **Storage Facilities:** The area has a number of public warehouses in the greater Baton Rouge. On port owned property there are approximately 5 public warehouses including a bagging and packaging facility and an active foreign-trade zone.
- L. **Highways Serving the Port:** Baton Rouge is a strategic location centered in the

U.S. Gulf South. The Capital Region has excellent transportation interconnectivity linking the area domestically and globally. A deepwater port at the intersection of U.S. Interstate 10, Louisiana Highway 1, the Mississippi River and U.S. Gulf Intracoastal Waterway, 3 Class A rail lines, a regional airport, and pipelines make Baton Rouge an excellent location for transportation and distribution companies. The Port of Greater Baton Rouge provides excellent accessibility to all types of intermodal transportation needs. The port is located adjacent to U.S. Interstate 10, and is in close proximity of US Interstate 12, 49, 55, and 59; U.S. Highway 61, 65, 90 and LA Highway 1.

- M. Railways Serving the Port: The port is served by three Class I railroads: Union Pacific Railroad, Illinois Central/Central Canadian National Railway and the Kansas City Southern Railroad. Rail access is available at the dock area.
- N. Number of Freight Forwarders Serving the Area: Baton Rouge has 3-5 freight forwarders with local offices and several integrated third party transportation/logistics providers. A regional US Customs office is located in Baton Rouge.
- O. Number of Import/Export Brokers Serving the Area: There are over 50 import/exporters brokers which provide service to the lower Mississippi River region. The majority of these firms located in the greater New Orleans area. There are approximately 3 firms in the greater Baton Rouge region.
- P. Number of International Courier Firms Serving the Area: Three, Federal Express, UPS, and DHL all have regional distribution located in Baton Rouge.

X. AIRPORT

A. Name of Commercial Airport (include identifier):

1. Baton Rouge Metropolitan (BTR)
2. Louis Armstrong International, New Orleans, LA (MSY)

B. Hub Status:

1. BTR – Small Hub distinction by the USDOT
2. MSY – Medium Hub distinction by the USDOT

C. Location:

1. BTR – Baton Rouge, LA
2. MSY – Kenner, LA

D. Distance to site (miles):

1. 17 Miles
2. 57 Miles

E. Transit time to airport (minutes):

1. 20 Minutes
2. 50 Minutes

F. Number of Runways:

1. BTR – Two runways
2. MSY – Two runways

G. Longest Runway Length:

1. BTR – 7,500 feet
2. MSY – 10,100 feet

H. Days Closed Due to Inclement Weather in Last 3 Years:

1. BTR - Zero
2. MSY – Three (due to Hurricane Katrina)

I. Annual Passenger Enplanements:

1. BTR – 479,670
2. MSY – 3,649,462

J. Annual Passenger Deplanements:

1. Baton Rouge Metropolitan only releases enplanement data.
2. MSY - 3,689,325

K. Annual Cargo Enplanements:

1. BTR – 12,694,470 lbs.
2. MSY - 35,480,295 lbs.

L. Annual Cargo Deplanements:

1. BTR – 13,255,662 lbs.
2. MSY – 51,182,046 lbs.

M. Carriers Serving the Airport:

1. Baton Rouge Metropolitan - BTR
 - a) Passenger: 4
 - b) Charter: 3
 - c) Air Cargo: 5
2. Louis Armstrong International - MSY
 - a) Passenger: 10
 - b) Charter: 3
 - c) Air Cargo: 14

N. Approved New Service by Carrier (Carrier and Start Date):

1. Baton Rouge Metropolitan – BTR
 - a) August 2007:
 - a. Frontier Airlines - Nonstop service to Denver (Colorado) International Airport (DEN) on August 15.
2. Louis Armstrong International – MSY:
 - a) July 2007:
 - a. US Airways to Philadelphia (PHL) - 1 additional daily nonstop flight - 134 seats
 - b. AirTran Airways to Atlanta (ATL) - 1 additional weekend only nonstop flight - 117 seats

b) September 2007:

- a. AirTran Airways to Atlanta (ATL) - 1 additional daily nonstop flight - 117 seats

c) November 2007:

- a. Southwest Airlines - 1,096 seats

- i. to Birmingham (BHM) - 3 daily nonstop flights - 411 seats
- ii. to Houston Hobby (HOU) - 2 additional daily nonstop flights - 274 seats
- iii. to Dallas Love Field (DAL) - 1 additional daily nonstop flight - 137 seats
- iv. to Las Vegas (LAS) - 1 additional daily nonstop flight - 137 seats
- v. to Orlando (MCO) - 1 additional daily nonstop flight - 137 seats

- b. Jet Blue Airways to New York John F. Kennedy Airport (JFK) - 1 additional daily nonstop flight

O. Total Number of Non-Stops to All Cities Served:

- 1. BTR - 35
- 2. MSY - 133

P. Total Number of Daily Non-Stops to International Locations:

- 1. BTR - Zero
- 2. MSY - Three Pending

Q. List the Five Largest Cities Served and the Number of Daily Non-Stops to Each:

- 1. Baton Rouge Metropolitan – BTR
 - a) Chicago, IL (O'Hare International ORD) - 1 flight

- b) [Dallas-Ft. Worth International - DFW - 9 flights](#)
 - c) [Houston, TX \(Bush Intercontinental - IAH\) - 12 flights](#)
 - d) [Washington, DC \(Reagan National - DCA\) - 1 flight](#)
 - e) [Atlanta, GA \(Hartsfield-Jackson - ATL\) - 7 flights](#)
2. [Louis Armstrong International – MSY](#)
- a) [New York, NY - 7 flights](#)
 - a. [John F. Kennedy International \(JFK\) - 2 flights](#)
 - b. [LaGuardia Airport \(LGA\) - 2 flights](#)
 - c. [Newark Liberty International \(EWR\) - 3 flights](#)
 - b) [Los Angeles, CA \(LAX\) - 3 flights](#)
 - c) [Chicago, IL - 6 flights](#)
 - a. [Chicago Midway Airport \(MDW\) - 1 flight](#)
 - b. [O'Hare International \(ORD\) - 5 flights](#)
 - d) [Dallas, TX - 12 flights](#)
 - a. [Dallas Love Field \(DAL\) - 5 flights](#)
 - b. [Dallas-Ft. Worth International \(DFW\) - 7 flights](#)
 - e) [Philadelphia, PA \(PHL\) - 4 flights](#)

R. Please Advise of Any Approved Expansion Plans:

- 1. [BTR - \\$100,000,000 improvements and expansion](#)
- 2. [MSY - None](#)

XI. RAIL

A. Number of miles to the nearest rail siding extendable to the proposed site:

[Canadian National Bisects Property](#)

B. Indicate mainline or short line rail: [Mainline](#)

C. Rail carrier servicing site: [Canadian National](#)

- D. Any rail access improvements that will be necessary: [Additional Rail Spur May be Needed](#)
- E. Estimate the cost of any access improvements: [Unknown](#)
- F. Estimate the schedule for any access improvements: [Unknown](#)

XII. DRAINAGE/FLOOD CONTROL/ENVIRONMENTAL:

- A. Describe the areas of the site with bodies of water, creeks, wetlands, etc: [Site Fronts the Mississippi River on its Southern Most Side](#)
 - 1. Identify the jurisdiction controlling each body of water/wetlands:
[The Mississippi River is Regulated by the Federal Government](#)
- B. Any floodway of critical flood zone: [The Property Extends Through the Levee, Batture and to the Mississippi River](#)
- C. Creek/drainage ditch/blue line stream on site: [No](#)
- D. Obvious or known wetlands, endangered species or historic site: [No](#)
- E. Any studies completed on the site: [Phase 1 Completed on Majority of Site](#)
- F. List all required environmental/building permits below:

Permits	Approval Authority	Minimum and Maximum Number of Days from Application to Approval	Application Procedures
Air	LDEQ	Dependent on quality of application, no more than 300 processing days. For small business, typically less than 60 days (<i>Expedited Permit Program Available</i>)	Contact LDEQ
Ground Water	LDEQ	Dependent on quality of application, no more than 300 processing days. For small business, typically less than 60 days (<i>Expedited Permit Program Available</i>)	Contact LDEQ
Wastewater	LDEQ	Dependent on quality of application, no more than 300 processing days. For small business, typically less than 60 days	Contact LDEQ
Hazardous Materials	LDEQ	Facility Dependent	Contact LDEQ
Building	Ascension Parish	Typically 90 days	Contact EBR
Other			

XIII. WATER

- A. Provider: [No Public Water Service](#)
- B. Distance to main: [N/A](#)
- C. Main size: [N/A](#)
- D. Capacity of line serving the site: [N/A](#)
- E. Capacity of the water system: [N/A](#)
- F. Average utilization of the water system (mgd): [N/A](#)
- G. Peak utilization of the water system (mgd): [N/A](#)
- H. Excess capacity of the water system factoring in peak utilization (mgd): [N/A](#)
- I. Estimate the following costs:

	Cost
Extension of water lines	N/A.
Water Meter	N/A
Tap Fee	N/A
Impact Fee	N/A

- J. Any connection fees or pro rata charges: [N/A](#)
- K. Water usage rates: [N/A](#)
- L. If an alternative water source is proposed, please define in detail: [N/A](#)

XIV. SANITARY SEWER

- A. Provider: [None](#)
- B. Nearest main: [N/A](#)
- C. Size: [N/A](#)
- D. Capacity of line serving the site: [N/A](#)
- E. Capacity of the sewer system (mgd): [N/A](#)
- F. Average utilization of the sewer system (mgd): [N/A](#)
- G. Peak utilization of the sewer system (mgd): [N/A](#)
- H. Excess capacity of the sewer system factoring in peak utilization (mgd): [N/A](#)
- I. Estimate the following costs:

	Cost
Extension of water lines	N/A
Water Meter	N/A
Tap Fee	N/A
Impact Fee	N/A

- J. Lift station required: [N/A](#)
- K. Cost of lift station: [N/A](#)
- L. Any connection fees of pro rata charges: [N/A](#)
- M. Usage rates for sanitary sewer: [N/A](#)

XV. ELECTRICITY

- A. Provider: [Entergy](#)
- B. Location of line serving the site: [Adjacent to LA 75 & LA 73](#)
- C. Outage history: [Unknown](#)
- D. Distance to distribution feeder/substation: [½ Mile](#)

- E. Size of substation: [252 MVA](#)
- F. Cost of extension: [N/A](#)
- G. Cost to provide alternate feed to site: [To be determined based on need](#)
- H. Do economic development riders apply: [Yes. If load is over 500 KW](#)

XVI. TELEPHONE

- A. Provider: [Eatel](#)
- B. Distance to main: [Adjacent to Site](#)
- C. Cost of extension: [None](#)

XVII. NATURAL GAS

- A. Provider: [Cypress Gas](#)
- B. Distance to Nearest Main: [Adjacent to Site](#)
- C. Cost of extension: [To be Determined Based on Need and Location of Fuel Header](#)
- D. Natural Gas Rates: [Typical Pricing Based on Henry Hub Index Plus Nominal Negotiated Fee](#)

XVIII. GEOTECHNICAL

- A. General soil type: [Sharkey Loam](#)
- B. Is rock prevalent in the area: [No](#)
- C. Any known unusual soil conditions: [No](#)
- D. In seismic zone: [No](#)
- E. Indicate if the site has a history of mineral rights ownership: [No](#)
- F. Indicate if the site has a current mineral rights ownership: [Yes](#)

XIX. TOPOGRAPHY

- A. Maximum elevation: 34'
- B. Minimum elevation: 14'
- C. Indicate the percent slope of the site: Most of site at 2% - Levee is at 9%
- D. Flat / Gently Rolling / Rolling
- E. Riparian Rights: Yes

XX. CURRENT AIR QUALITY STATUS

- A. Indicate the status of the site location in regards to federal air pollution regulations:

Pollutant	Attainment	Non-Attainment	Under Review
Ozone		X	
Carbon Monoxide	X		
Particular Matter	X		
Lead	X		
Sulfur Dioxide	X		
Nitrogen Dioxide	X		

- B. If the site is located in an area the does NOT achieve quality air status, define characteristics: N/A
- C. Identify and define any local issues with regard to the air quality status of the region: Non-attainment permitting requirements are more stringent for the 5-parish Baton Rouge ozone non-attainment area. Contact LDEQ Permits Division for additional information.
- D. Can a company purchase emission credits? Are “tradable emission rights” available: Yes, contact LDEQ for additional information (225) 219-3118