



# RIVER TRANSPORT NEWS

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## Hybar, LLC Plans New Mississippi River Steel Mill

Plans for the development of new steelmaking capacity along the inland river system continue. Both Nucor and U.S. Steel are planning to substantially boost steelmaking capacity at sites along the inland river system. These projects are geared towards producing sheet and plate steel. Hybar, LLC, meanwhile, is looking to build a new steelmaking complex near the Mississippi River that is expected to produce rebar. Rebar, short for “reinforcing bar,” is a steel product used to reinforce and strengthen roads and structures made from poured concrete.

Hybar recently filed permit applications with the Memphis District of the U.S. Army Corps of Engineers to build and operate the new steel mill complex on a 600-plus acre site that is located approximately 1.5 miles south of Osceola, AR. As part of the permit application, Hybar also is planning to build a dedicated barge dock that will be used for receiving raw materials and shipping finished product. The dock will be located on the lower Mississippi river at approximately milepost 785, immediately downstream from Poinsett Rice & Grain’s Osceola terminal. The barge dock will be connected to the main steel mill complex by a dedicated haul road.

Hybar first announced plans to build the new Osceola steel mill in early November 2022. The mill is expected to have an annual production capacity of 630,000 tons per year. Hybar initially indicated that it hoped to break ground on the project during the second

quarter of 2023 once all permits were received. This obviously did not happen. The company has not yet provided an updated timetable for the project. The company, however, has indicated that construction on the new plant is expected to take approximately 22 months once ground is broken.

Hybar LLC is being developed by Global Principal Partners, a Florida-based investment and project development firm. The company and its principals previously have been involved in the development of SeverCorr’s (now SDI) Columbus, MS steel mill project and Big River Steel’s nearby

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Osceola, AR project. The Big River Steel facility now is owned by U.S. Steel.

The Hybar project's planned barge dock will be anchored to shore with three deadmen. Dimensions for the planned dock were not revealed in the project's public notice. The project's barge infrastructure also will have sufficient fleeting to accommodate a maximum of 30 barges. The fleeting sites will be located immediately downstream from the planned barge dock. The Hybar barge fleet will consist of two banks, each

secured by three shore-sided deadmen. The upstream bank will be able to accommodate 21 barges in a three wide by seven long configuration. The smaller downstream bank will be able to accommodate nine barges in the three wide by three long configuration.

In addition to barge facilities, the planned steel mill will be equipped with rail loops and sidings that will give the facility direct rail access to the adjacent Burlington Northern Santa Fe rail line.♣