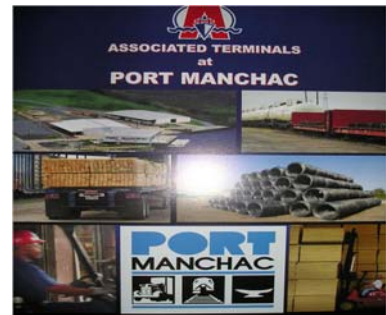


MASTER PLAN FOR PORT MANCHAC 2007—2012

Revision 0; May 14, 2007



Authorized by:
South Tangipahoa Parish Port Commission
&
Patrick Dufresne, Executive Director
Port Manchac

Prepared by:
Dr. James A. Richardson
Alumni Professor of Economics
Louisiana State University

Preliminary Master Plan for Port Manchac 2007 to 2012

Developed by

**Dr. James A. Richardson
Alumni Professor of Economics
Louisiana State University¹**

I. Introduction and Purpose of Master Plan

On April 16, 2007, the South Tangipahoa Parish Port Commission commissioned Dr. James A. Richardson to prepare a preliminary Master Plan for Port Manchac. The Commission asked for the preliminary Master Plan to be completed within less than a month. Dr. Richardson has been assisted by Mr. Justin Farrell, Research Associate with the Louisiana Sea Grant College Program.

The South Tangipahoa Parish Port Commission has seven members with the current membership including Mr. Don Boihem, who currently serves as President; Mr. Mark Griggs, who currently serves as Vice President; Mr. Paul Hooks, who currently serves as Treasurer; Mr. J. Parker Layrisson, who currently serves as Secretary; Mr. Don Bankston; Mr. Anthony Licciardi Jr.; and Mr. Michael Williams. Pat Dufresne serves as Executive Director of Port Manchac and Helen Muller serves as Staff Secretary to the Commission.

The Master Plan is a long-term guide for the development of Port Manchac. The Master Plan contains the mission of Port Manchac; clearly states the reality of what currently exists; identifies the major assets and liabilities of the existing facilities; maps out a strategy for the next five years suggesting how to leverage the current assets for the most productive use; enumerates the major steps to take over the next five years; and, provides suggestions for the long-term development of the port. Finally, it is important to remember that a Master Plan, if it is to be effective over time, is a dynamic, not a static, document.

II. Mission of Port Manchac

Port Manchac's mission is to enhance the economic development of the Tangipahoa community and the southeastern portion of Louisiana by providing port facilities and inter-modal transportation facilities in order to service manufacturing and distribution clients. Port Manchac is strategically located to facilitate the movement of goods

¹ Dr. Richardson is solely responsible for the analysis and findings contained in this report.

from all parts of the country and potentially the globe to this region of Louisiana and to advance the movement of goods from this region of Louisiana across the country and across the world.

III. Economic Environment, the I-12 Corridor and the Open Economy

Port Manchac is located in the southern part of Tangipahoa Parish, a parish located along Interstate 12. Louisiana’s population is rapidly expanding along the stretch from Baton Rouge through St. Tammany Parish. Tangipahoa Parish is squarely in the middle of this stretch of land. Since Katrina, people in New Orleans have had to relocate. Tangipahoa Parish is an ideal place to settle given that Interstate 55 is a direct route to New Orleans—and it is a commutable distance. Since 2000, it is estimated the population in Tangipahoa Parish has increased by 10 percent with about 40 percent of this growth occurring within the last year.

The population in Tangipahoa Parish and the parish on its west, Livingston Parish, and the parish on its east, St. Tammany Parish, is currently estimated to be about 475,000 persons, with an estimated 250,000 in St. Tammany Parish; 115,000 in Livingston Parish; and, 110,000 in Tangipahoa Parish. The Baton Rouge Metropolitan Area, the New Orleans Metropolitan Area, and the Florida Parishes of Louisiana outside these metropolitan areas have an estimated population of almost 2 million persons even after Katrina. It is this population base that Port Manchac will be servicing for current products that require a very effective inter-modal transportation process.

The industrial make-up of Livingston, Tangipahoa, and St. Tammany parishes is illustrated in Table 1 for manufacturing and wholesale trade. These are industries that typically benefit from inter-modal transportation facilities or port facilities.

Table 1. Manufacturing and wholesale industries in three parishes (2002 Census of Industries)

Industries	Livingston	Tangipahoa	St. Tammany
Manufacturing			
Establishments	59	81	127
Employment	1,553	3,032	2,130
Earnings	\$54.1 million	\$89.6 million	\$68.3 million
Sales	\$301.0 million	\$671.3 million	\$377.3 million
Wholesale Trade			
Establishments	46	106	299
Employment	328	1,131	2,522
Earnings	\$10.4 million	\$30.4 million	\$85.4 million
Sales	\$163.9 million	\$373.9 million	\$6,428.5 million

These parishes were selected to illustrate the number of businesses, the number of employees, the annual payroll, and the total sales of companies that may need a productive inter-modal transportation facility in order to increase their own business

productivity and to satisfy the demands of their customers. Port Manchac is the port that can service these parishes effectively for certain types of products. Manufacturing may import some of its materials and may export some of its product. Wholesalers will be looking for imports to provide products to their customer base. In addition, some raw materials in this area may be exported to another part of the country to be transformed into a final product to be consumed by a family in this country or a family in another country.

Port Manchac is a small port in terms of land size and facilities; however, its growth potential is substantial since it is located strategically in the fastest growing area of Louisiana. The world economy today depends on the effective transporting of raw materials, intermediate products that are not ready for final consumption, and final products to be used by final consumers. Effective transporting is defined as cost effective transporting. The cost of transporting goods is ranked from least expensive to most expensive as follows: barge traffic, rail, truck, and air. Not all products will be conducive to barge traffic and not all products will be conducive to air transportation. Most items that can be shipped by barge can also be shipped by rail or truck. Most items shipped by rail can also be shipped by truck. This is why the inter-modal transportation facilities at Port Manchac are important for the southeastern part of Louisiana. This is also why the waterway and barge docks are important assets at Port Manchac. Cost effective shipping is a necessity in an open economy.

IV. Port Manchac, May 2007, Current Status

Port Manchac presently is located on a 40 acre facility located on the North Pass in southeastern Tangipahoa Parish, Louisiana. The Port has two 30,000 square foot steel warehouses that are 206 feet by 145 feet in size with the height of 23 feet 9 inches. Port Manchac is adjacent to the Canadian National Railroad with three spurs coming off the tracks. One rail spur is 1,000 feet in length; another spur is 1,200 feet in length; and, the final spur is 1,800 feet in length. In total there are 4,000 feet of storage track at Port Manchac. There is a 70 feet truck scale available at Port Manchac. Finally, there is a barge dock of 140 feet by 60 feet in size and capable of handling 1,000 pounds per square foot.

The geographic location of Port Manchac is illustrated in Map 1. Port Manchac is located on Lake Maurepas and adjacent and accessible to Lake Pontchartrain, just off of Interstate 55. There is easy access to Interstates 10, 12, and 59. In addition, Port Manchac is connected by water to the Port of New Orleans, the Mississippi River, and the Gulf Intracoastal Waterway. Port Manchac's location makes it a natural for the exchange of goods from all parts of the country, at least from the perspective of providing cost effective transportation for consumers and producers living and working in the southeast Louisiana area.

**Map 1. Location of Port Manchac relevant to waterway and road network
Navigation- Port of New Orleans to Port Manchac**



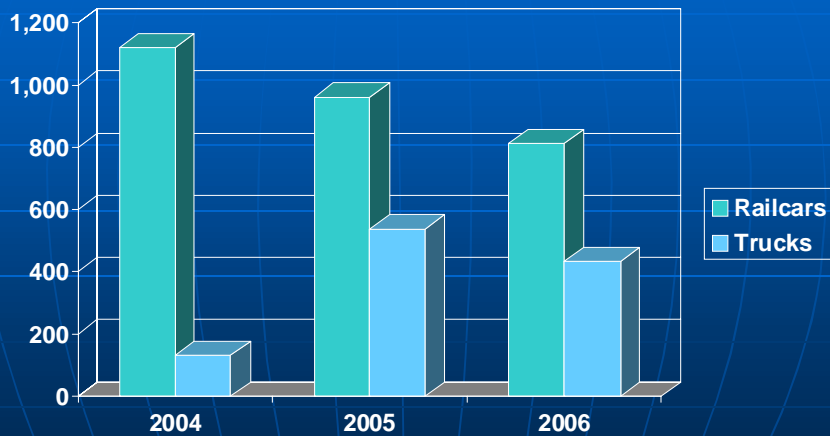
Port Manchac's Current Activities

Port Manchac's port activities can be summarized as follows: (1) the number of railway cars traveling to the port in 2006 averaged 68 per month; 80 per month in 2005; and, 93 per month in 2004; (2) the number of trucks traveling to the port in 2006 averaged 36 per month; 44 per month in 2005; and, 11 per month in 2004; (3) Hunt Forest Products dominated net tons representing almost 80 percent of tonnage in 2006; almost 70 percent in 2005; and, 70 percent in 2004; and, (4) in first three months of 2007 Hunt Forest Products was 67 percent of all cargo tonnage.

Port Manchac's activities are also illustrated in Figures 1 and 2. Figure 1 illustrates the rail cars and trucks that brought products to the port and/or took products away from the port for the years 2004 to 2006. Rail cars have declined in number over this three-year period. Trucks have increased over this time period. Net tonnage is illustrated in Figure 2 for the years 2004 through 2006. Net tonnage has declined over this time period from almost 100,000 net tons to about 70,000 net tons.

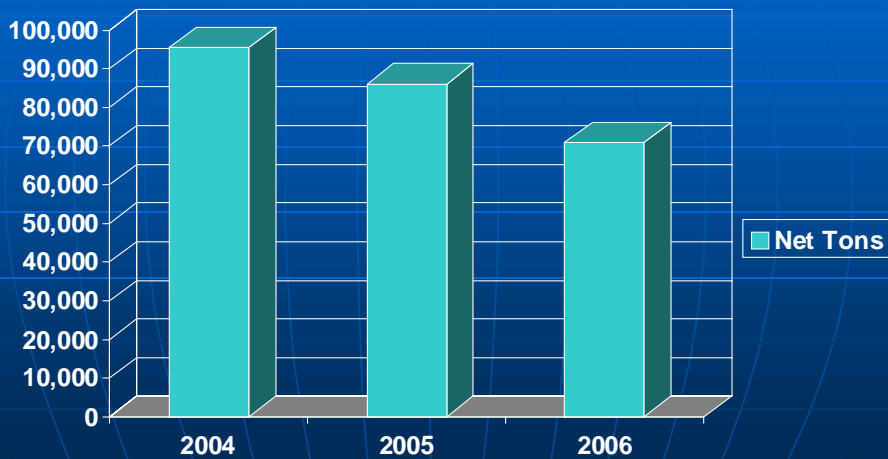
One barge has visited the docks of Port Manchac in the last two years. This is due to the fact the North Pass, the waterway that connects the port to Lake Pontchartrain needs dredging.

Figure 1. Yearly Comparison of Port Activity



Source: Port Manchac

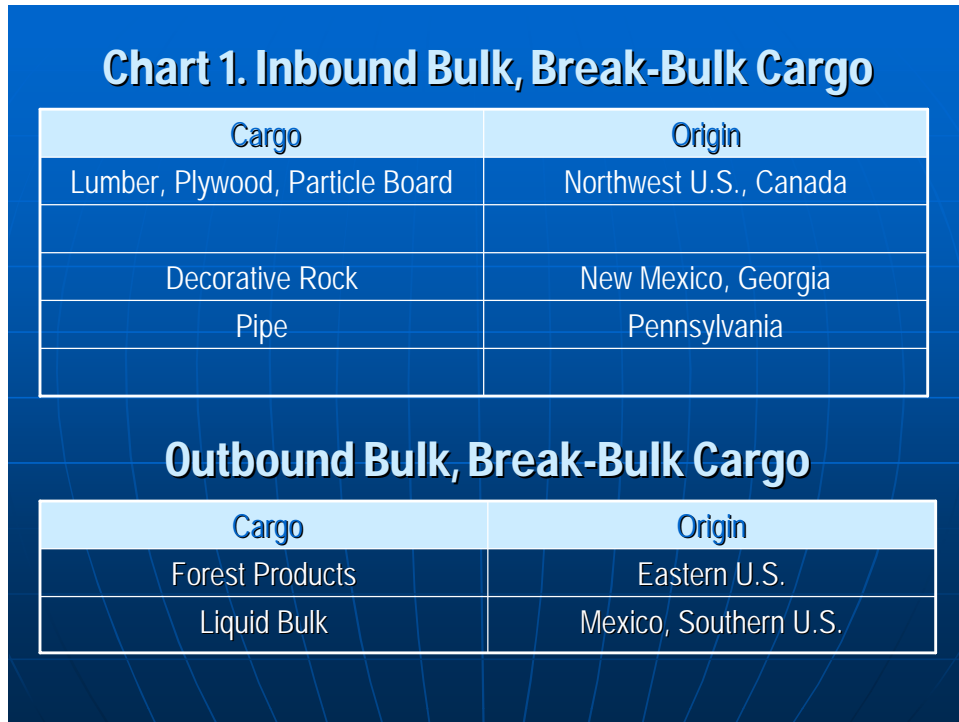
Figure 2. Yearly Comparison of Port Activity



Source: Port Manchac

The products that are transported through Port Manchac are illustrated in Chart 1. The inbound commodities are lumber, plywood, and particle board that are transported from the Midwest United States and Canada; decorative rocks from New

Mexico and Georgia; and, pipe from Pennsylvania. The outbound products are forest products going to eastern United States and liquid bulk going to Mexico and the southern United States.



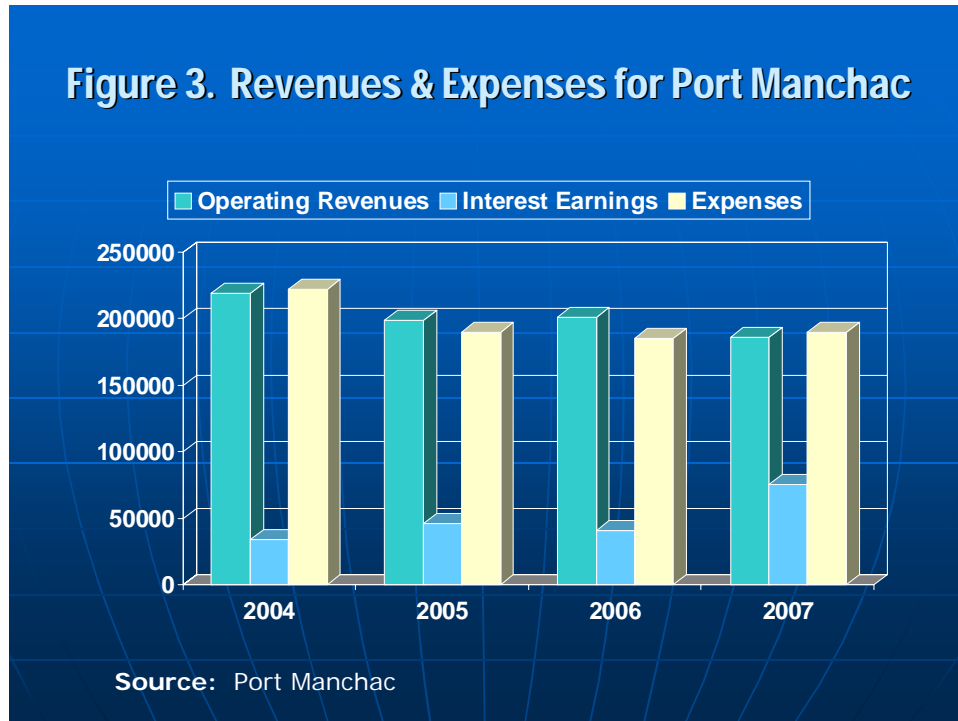
The company that handles the transfer of commodities between rail cars and trucks is Associated Terminals, a company organized in 1990. Associated Terminals is one of the largest mid-stream stevedoring companies along the Mississippi River, operating a fleet of eleven high capacity floating cranes. The company transloads cargo to and from vessels and barges at eleven mid-stream anchorage facilities along the lower Mississippi River, as well at additional docksides and on-site locations. Associated Terminals work at Port Allen near the Port of Greater Baton Rouge, Port of St. Bernard, Port of South Louisiana, and Port Manchac.

Companies that ship products to and from Port Manchac include Hunt Forest Products, Inc., Acadian Hardwoods & Cypress, Scholl Forest Industries, Pavestone, and J. D. Fields & Co., Inc.

Port Manchac’s Financial Facts

Port Manchac’s financial facts are illustrated in Figure 3. Operating revenues in 2004 were \$219,000; 2005 operating revenues were \$199,000; 2006 operating revenues were \$201,000; and, in 2007 operating revenues are projected to be \$186,000. Interest earnings ranged from averaged just over \$40,000 for the years 2004 through 2006. In 2007 interest earnings are projected to be about \$75,000. Expenses were \$222,000 in 2004, while 2005 an 2006 expenses averaged \$187,500, and operating expenses are estimated to be \$190,000 for 2007.

Overall, Port Manchac has a very modest operating budget. As will be discussed, one of the immediate tasks of the Executive Director and Port Commission is to find a way to enhance the revenue stream of the port



Port Manchac has current assets of over \$1.4 million and Capital Assets of over \$6.6 million and almost no current or long-term liabilities. Its Net Worth (Total Assets less Liabilities) is almost \$8.2 million. Port Manchac's asset management is good, however its income statement needs to be addressed since the incoming revenues are not sufficient to operate and maintain an expanding port.

Port Manchac's Strengths

In any Master Plan it is important to start first with the mission of the organization and, second, with the current strengths of the organization. It is important to point out the exact base on which it is both feasible and reasonable to build.

Port Manchac's first and most significant strength is its location. Port Manchac is located on the Canadian National Railroad with easy access to four interstate highways (I-55, I-10, I-12, and I-59) allowing the port to develop as an inter-modal transfer point between ground modes of transportation (i.e. rail and truck). Additionally, Port Manchac has access to the Mississippi River, Gulf Intracoastal Waterway, and the Port of New Orleans via Lake Pontchartrain; and, finally, Port Manchac is close to Louis Armstrong International Airport. Port Manchac's location

and transportation linkages have been recognized for a long time.² **Location is Port Manchac's most significant strength.**

Port Manchac has professional and involved leadership. The South Tangipahoa Parish Port Commission is composed of local business persons who are very interested in the port's development and in the port fulfilling its mission in this part of Louisiana. In addition the Executive Director of Port Manchac is highly energetic and is currently in the process of establishing an overall plan to energize the port. He, with the backing of the Port Commission, is embarking on a number of new alternatives to add to the economic vitality of the port and, indirectly, the economic vitality of this section of Louisiana.

The Executive Director of Port Manchac is becoming involved with the Tangipahoa Economic Development Foundation, a group that has as its mission the overall economic development of the entire parish. In addition, the Executive Director is engaging the Southeastern Louisiana University Business Center in the focus and pursuits of the Port. He is reaching out to members of the community that may find the port to be cost effective for their businesses and may be able to suggest to others that there is a cost-effective way of transporting goods in and out of Tangipahoa Parish or nearby parishes as well.

Port Manchac has several new proposals under consideration—these proposals will enhance the economic development of the local economy and augment the operating budget of the port, a very immediate short-term need for the port. The first new initiative is to get 300 acres of nearby land donated to the port. The use of the land will be the ultimate decision of the Port Commission. A second ongoing proposal is to conclude a commercial relationship with Bayou Diesel, a company that wants to place several tanks for bio-diesel (an alternative fuel) and to have a small refining facility on-site. A third ongoing proposal is a commercial arrangement with ADM to ship corn syrup to Port Manchac to be purchased by bottlers throughout the region. This is the ultimate purpose of the port—that is, to make the companies in the region get the most competitive prices for raw materials in the products that they produce. This ultimately helps the consumers in the area as well.

Port Manchac's Weaknesses

Just as any facility has its strengths, the facility has certain weaknesses. A productive master plan must take weaknesses into effect. These weaknesses limit severely the ability of Port Manchac to grow.

² In 1989 Louisiana Sea Grant specialists suggested that Port Manchac develop, in addition to a traditional coastal port dealing with barged cargo, an inter-modal transfer point in which shipments could move between rail and truck and never travel on water. It was also suggested the port establish an industrial park, with facilities for storing and consolidating shipments. In 1989 the need for dredging the canal leading to the dock in order to allow barges to navigate the canal was being discussed.

The most conspicuous weakness is the lack of upgraded facilities on-site, including non-paved roadways and loading areas; lack of sufficient warehousing facilities; lack of water and sewerage facilities; railroad spurs not maintained; the lack of infrastructure investments, and, the lack of any office space on site for the Executive Director or for customers. These weaknesses are further limited by the lack of resources for Port Manchac to deal with these problems.

A second weakness is the inability of barges to get to the port because the waterway that connects the port to Lake Pontchartrain, North Pass, needs dredging. This impedes potential collaboration between Port Manchac and the Port of New Orleans for overflow cargo. It also impedes the development of businesses centered around liquids that are moved most cost effectively on large barges.

As mentioned previously, Port Manchac does not have a budget at this juncture to provide internal improvements to the facility or to generate marketing or assistance to expand its revenue stream. The budget can neither support normal maintenance at the port nor can it undertake modest capital improvement projects. It is at the mercy of other governmental institutions. The lack of a sufficient operating budget severely constrains Port Manchac in terms of correcting its weaknesses.

V. Strategic Plan for Port Manchac

The strategic plan for Port Manchac is based on the mission of the port, the current economic conditions of the port, the current customer base of the port, the current financial condition of the port, the current strengths and weaknesses of the port, and the aspirations of the port. A strategic plan must be visionary while being realistic.

The strategic plan consists of five interdependent parts: (1) establish a priority list of necessary capital improvements; (2) identify possible sources of funding; (3) explore options to enhance operating budget; (4) plan for a long-term engineering and environmental study to lay foundations for the exact specifications of the proposed capital projects; and, (5) connect the activities of Port Manchac to the economic development of the region.

Capital Improvements and Possible Funding Sources

The suggested capital improvements are based on interviews with the Executive Director of Port Manchac, Associated Terminals, and a survey of the facilities. The suggested capital improvements with the best estimate of the cost of these projects are given in Table 2. All of the proposed projects are essential to complete the transformation of Port Manchac into an economic engine for Tangipahoa Parish and surrounding areas. Everything cannot be done at once. The priority list is presented in terms of timing, not in terms of importance to the port (i.e. that some are less important).

The possible funding sources are the State of Louisiana through its capital outlay process, either debt or cash. The state has a sizeable surplus and excess revenues this year so Port Manchac can request for a certain amount of dollars to be included in House Bill 2 (HB 2), the capital outlay bill. The projected request for funding from the state is \$2.25 million. Additionally, the Louisiana Department of Transportation and Development's Port Construction & Development Priority Program (PCDPP) is the main source for annual funding to the ports of Louisiana. From 1990 to 1998, Port Manchac has had 6 PCDPP-funded projects totaling over \$4 million. These projects included the construction of two rail spurs, a warehouse, the bulk terminal, and some on-site dredging. Another source of funding is the federal government through sources like the U.S. Department of Homeland Security (DHS) and the Water Resources Development Act (WRDA). Security is germane to DHS and water resource development is germane to WRDA. Port Manchac will have to document the need and significance of these requests.

Table 2. Capital improvement projects in order of priority

Proposed Capital Project	Estimated Cost and Source of Funding	Priority in terms of timing	Explanation
Water and Sewerage	\$100,000—State Capital Outlay	First	No water or sewerage for office building or for current workers or for any companies that might need in transporting process
Comprehensive Drainage Plan	\$200,000—State Capital Outlay	Second	Proper drainage essential for all other projects
Paving Access Roads, including truck to dock access to warehouses	\$200,000—State Capital Outlay	Third	Important for companies willing to use Port; connection of warehouses to dock and ease of moving on port property
Improved Surface for Off-Loading (lay-down yards)	\$500,000—State Capital Outlay	Fourth	Upgrades ability of companies to quickly off-load trains and trucks
Security Presence at Gate	\$50,000—US Department of Homeland Security	Fifth	Security is national and local issue and important to clients
New Warehouse (proposed 30,000 square feet)	\$1,000,000—State Capital Outlay	Sixth	To encourage new business and to be able to handle new business
Dredging of North Pass	\$400,000—Water Resources Development Act	Seventh	Necessary and final act to tie port to trains, trucks, and barges

The dynamics of the capital outlay projects are as follows: (1) presently, Bayou Diesel is working on an arrangement to have tanks and a refining capacity at Port Manchac—this will require the warehouse now occupied by Associated Terminals; (2) Associated Terminals will move to another terminal but will need additional lay over space which is the request for the upgrading of the lay over area; (3) a new warehouse will be required for additional business as the port grows; and, (4) a new rail way spur will be crucial because of the ability to carry out center beam loading and unloading—that is, the rail cars can be loaded or unloaded from both sides at Port Manchac.

Enhance Operating Budget

Port Manchac currently has an operating budget of less than \$200,000. This does not provide sufficient revenues to provide regular maintenance of the port's facilities. Neither does this budget allow for the development of marketing materials and marketing of Port Manchac. The small budget does not allow for any incentive to be given to a company that might be thinking about using Port Manchac. Enhancing the operating budget is also a very positive sign to outside funding agencies and illustrates that the port is making an extraordinary effort to improve by itself.

The Executive Director and Port Commission are working on several plans that will improve the recurring revenues associated with business activity at the port: (1) the possibility of having several tanks for built for bio-diesel development on the site; (2) the acceptance of a 300 acre land donation for use as a marine services center or marina; and, (3) reaching an agreement with ADM to ship corn syrup through Port Manchac. To improve the revenue stream the port has to increase its business activity. Presently it is not working at full capacity, so there is room to expand even without the new facility.

Other suggestions for improving the revenue stream are to seek support from other economic development agencies in the area, such as the Tangipahoa Economic Development Foundation. The important issue is to illustrate the connection of Port Manchac to the regional economy. For example, adding 10 direct jobs at Port Manchac will lead to an additional 10 to 12 indirect jobs, representing household earnings of close to \$800,000. In addition, cost effective transfer of commodities at the port will make other companies in the local economy more competitive on a national level. These economic impacts are difficult to measure precisely, but they are nonetheless real and meaningful.

Engineering and Environmental Study

All capital projects will require engineering and environmental studies. Technical assessment of the property and the suggested capital improvements will be essential. It would be plausible to have a study examine all of the capital projects and then put together the specifications for each of these capital projects. Each project will not

have to be completed at the same time, but the overall plan would be considered as opposed to one project at a time.

The Master Plan has laid out the major capital projects to be undertaken over the next five years. The engineering and environmental study will provide the necessary detail to make the projects happen assuming the funding is received.

The South Tangipahoa Port Commission should make the investment in this study now given its cash reserves. Specifications should be drawn immediately and a RFP should be provided to potential engineering firms. The commission can then decide if it is willing to pay for this study.

Economic Connection to Regional Economy

The Commission and the Executive Director of Port Manchac has connected Port Manchac to the regional economy. This connection is essential. All parties must be involved with this connection, including the Executive Director, the Port Commission, and the clients and tenants at the port. Studies can be completed showing the economic impact of the port given that the bio-diesel fuel arrangement is finalized or the ADM corn syrup project or some other business opportunity. These studies will verify what local businesses and citizens are seeing—expanded business opportunities as a result of more traffic at Port Manchac. This is where the Southeastern Louisiana University Business Center may be best able to assist. That is, a faculty member can perhaps estimate the economic impact of new business at the port.

PORT MANCHAC



An inter-modal transportation hub

Master Plan for Port Manchac 2007-2012

- Mission Statement
 - Enhance economic development of Tangipahoa Community by providing jobs and inter-modal transportation facilities to serve manufacturing and distribution clients
- Master Plan
 - Long-term guide for development, 5 to 10 years
 - Recognizes both strengths & weaknesses
 - Maps out strategy for short & long-term
 - Blueprint for development
 - ALSO– Dynamic document to be updated

Master Plan Commissioned By **South Tangipahoa Parish Port Commission**

- Don Boihem, *President*
- Mark Griggs, *Vice President*
- Paul Hooks, *Treasurer*
- J. Parker Layrisson, *Secretary*
- Don Bankston
- Anthony Licciardi Jr.
- Michael Williams
- Helen Muller, *Staff Secretary*



Master Plan Developed By

- Dr. James A. Richardson
 - Alumni Professor Economics
 - Louisiana State University
- Mr. Patrick Dufresne
 - Executive Director- Port Manchac
- Mr. Justin Farrell
 - Coastal Ports Specialist
 - Louisiana Sea Grant College Program





MASTER PLAN developed within
 Current Economic Environment &
 Existing Port Capabilities




A blueprint for development

Current Economic Environment

- Port Manchac located along I-12 Corridor
 - Fast growing area of Louisiana from Lake Charles to St. Tammany Parish
- Tangipahoa Parish population has grown
 - Due to relocation from New Orleans
 - Due to increase in business activity
 - Permanent relocation
- Projected growth for I-12 Corridor for next 20 years

Manufacturing and Wholesale Trade (industries requiring inter-modal transportation)

Economic Activity	Livingston Parish	Tangipahoa Parish	St. Tammany Parish	All Three Parishes
Establishments	105	187	426	718
Employment	1,881	4,163	4,652	10,696
Annual Payroll (in millions)	\$64.5	\$120.0	\$153.7	\$338.2
Total Sales (in millions)	\$464.9	\$1,045.2	\$6,805.8	\$8,315.9

Source: 2002 Census of Industries

Possible Economic Connection

- Activities at Port Manchac could be connected to Jefferson, Orleans, & St. Bernard Parishes
- Major emphasis on recovery will be focused on Jefferson, Orleans, & St. Bernard area
- Recovery is a 10-20 year process
- Does not exist at this time, but potential opportunity

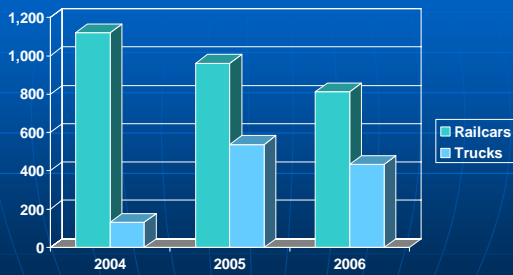
IN SUMMARY: Port Manchac is in the middle of the fastest growing corridor in Louisiana & just north of major recovery efforts.



Existing Capabilities

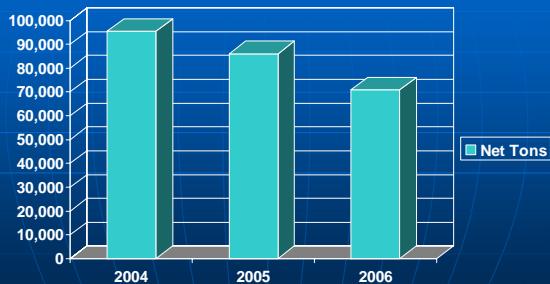
- 40 acre facility located on North Pass
- Two 30,000 square foot warehouses
 - Both steel warehouses are 206' x 145' with a 23' 9" wall height
- Adjacent to Canadian National Railroad (CNR) main line
 - Includes a 1,000' spur, a 1,200' spur, and an 1,800' spur, totaling 4,000' of storage track
- Barge dock 140'x 60' capable of handling 1000 lbs./square foot
- 70' truck scale

Yearly Comparison of Port Activity



Source: Port Manchac

Yearly Comparison of Port Activity



Source: Port Manchac

Inbound Bulk, Break-Bulk Cargo

Cargo	Origin
Lumber, Plywood, and Particle Board	Northwest U.S., Canada
Decorative Rock	New Mexico, Georgia
Pipe	Pennsylvania

Outbound Bulk, Break-Bulk Cargo

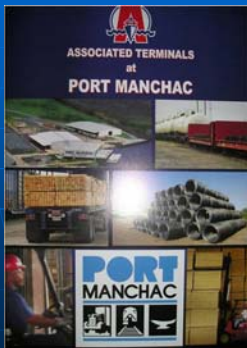
Cargo	Origin
Forest Products	Eastern U.S.
Liquid Bulk	Mexico, Southern U.S.

Current Customers



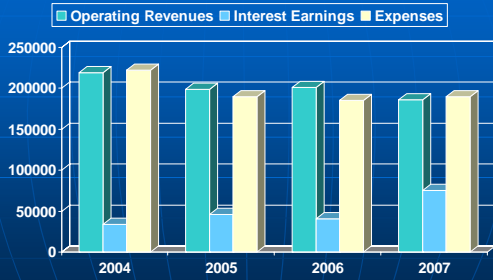
- Hunt Forest Products
- Acadian Cypress
- Scholl Forest
- Pavestone
- J.D. Fields

Current Port Tenant



- **Associated Terminals**
 - *"The ability & attitude to accomplish anything."*
- Locations at Port of South Louisiana, in Port Allen, Port of St. Bernard, & others

Revenues & Expenses for Port Manchac



Source: Port Manchac

CONCLUSIONS- Port Realities

- Facilities not adequate for growth
- Forest Products dominate tonnage
- Barge traffic—one in past 2 years
- Major focus on inter-modal transfer facilities
- Budget stagnant except for interest earnings

Current Strengths of Port



Existing site plan for Port Manchac

- Location
- Active commission & director
- Working relationship with Southeastern Louisiana University Business Center and Tangipahoa Economic Development Foundation
- Pending developments
 - land donation
 - bio-diesel
 - ADM proposal

Port Weaknesses

- Lack of upgraded facilities
- North Pass needs dredging
- Insufficient budget
- No capital outlay budget
- Infrastructure Development—electricity, natural gas, water, and sewerage



Empty barge dock at Port Manchac

Strategic Plan For Port Manchac

- Capital improvements for Port Manchac
- Funding for capital projects
- Augment operating budget
- Develop long-term Engineering/Environmental Study
- Maintain connection of Port activities to economic development in Tangipahoa Parish & SE Louisiana

Projected Capital Improvements (in order of priority with estimated cost)

- Water & sewerage- \$100,000
- Comprehensive drainage plan- \$200,000
- Paving access roads- \$200,000
 - Truck-dock access to warehouses- \$50,000
- Improved surface for off-loading- \$500,000
 - E.g. lay-down yards
- Security presence at gate- \$50,000
- New 30,000 ft² warehouse- \$1,000,000
- Dredging of North Pass- \$400,000
- On-site port office— TBD
- Infrastructure Development— TBD
- Additional rail spur— TBD

Funding for Capital Improvements

- State Capital Outlay Request
 - \$2.25 million
- Port Construction & Development Priority Program (PCDPP)
 - Administered by DOTD
- Homeland Security
 - \$50,000 requested for Security at Gate
- WRDA funding
 - \$400,000 requested for dredging North Pass
- **ALSO!** Delta Regional Authority-
 - Environmental grant competition

Enhanced Budget: How to

- Increased business—Port Manchac to augment its operating revenues by attracting new business
 - Bayou Diesel proposal
 - ADM proposal for corn syrup—transfer site
 - Acquire 300 acre donation
 - Other business developments—must be aggressive
- Seek support from local EDA
 - Adding \$1M of port activity will generate jobs & earnings for region.

Potential Clients

- Liquid bulk shipments
 - (Rail to Truck)
- Bio-diesel facility operations
- Modular housing component industry
- Rail car maintenance operations
- Food processing companies

Engineering/Environmental Assessment

- Master Plan provides list of projects to be considered and completed
- Detailed planning for water/sewerage, drainage, paving of roads, improved surface for off-loading, maintenance of rail spurs, and design for new warehouse
- Technical Plan: **Required**

CONNECT PORT TO

Other Economic Development Activities

- **Direct Employment at Port**
 - Both as it grows due to bio-diesel, ADM, & other opportunities, &
 - Direct employment due to construction activity
- **Importance for other businesses in area**
 - **PARISH**– Utility of port exports and imports, & as an inter-modal transportation hub
 - **REGION**– Ability to support growth or offload rail & truck cargo burden from Port of New Orleans
- **Maintain working relationships**
 - Tangipahoa Economic Development Foundation
 - Southeastern Louisiana University, & others

THE FUTURE: Capital improvements, new business, & aligning the port to growth in Tangipahoa Parish will change the look of your port. Artist rendering: Louisiana Sea Grant



A vision for Port Manchac
