

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.



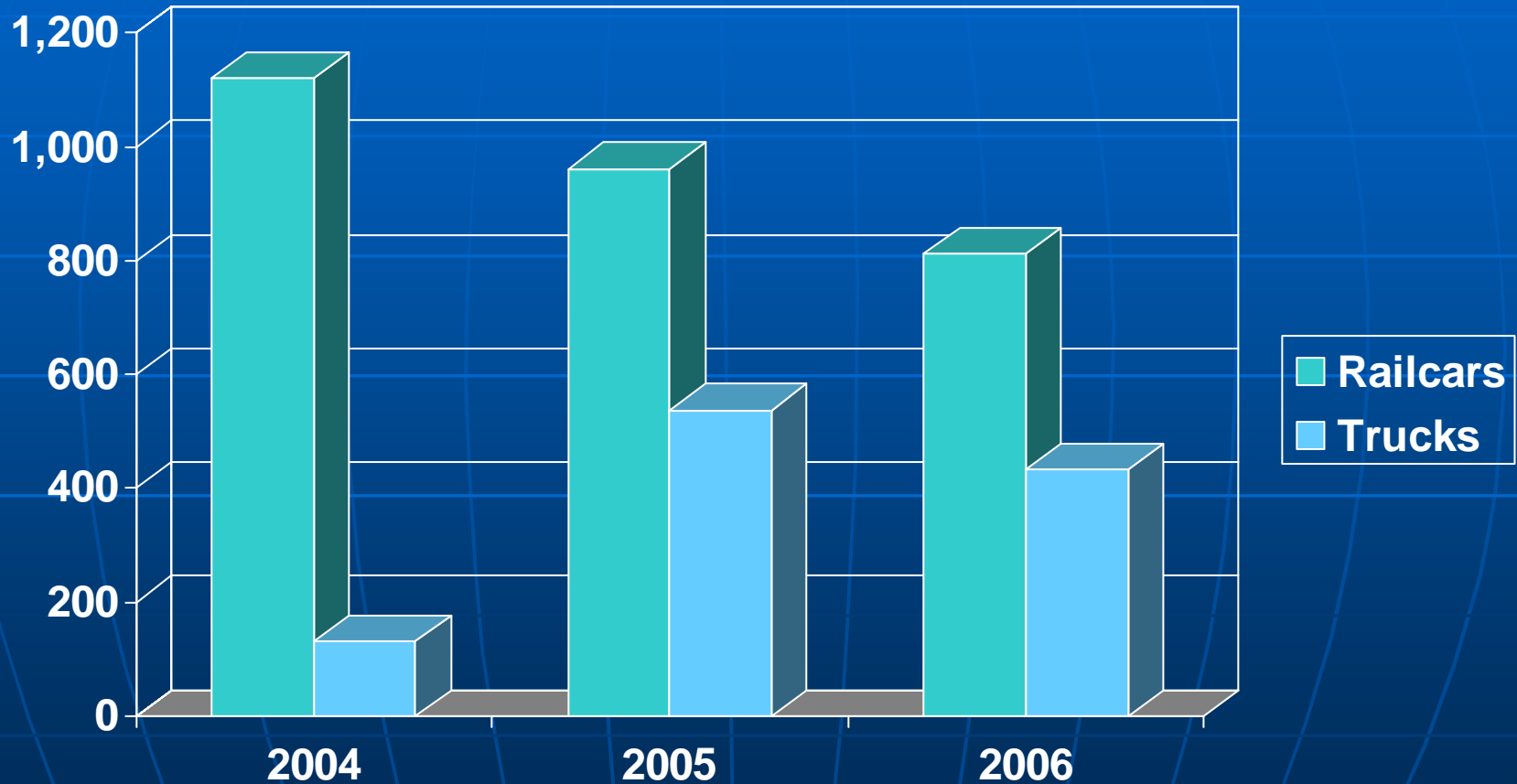
Navigation- Port of New Orleans to Port Manchac



Existing Capabilities

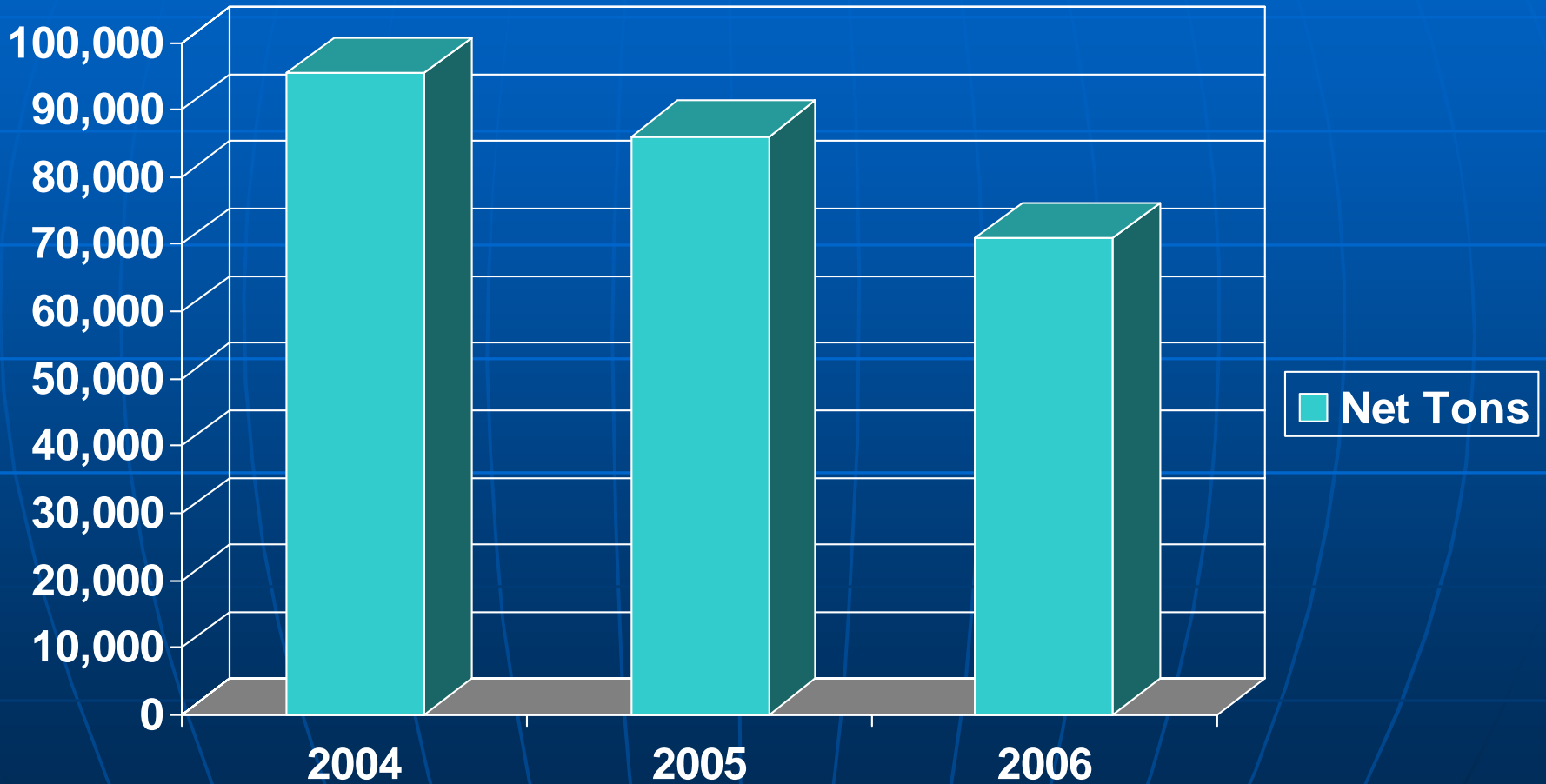
- 40 acre facility located on North Pass
- Two 30,000 square foot warehouses
 - Both steel warehouses are 206' x 145' with a 23' 9" wall height
- Adjacent to Canadian National Railroad (CNR) main line
 - Includes a 1,000' spur, a 1,200' spur, and an 1,800' spur, totaling 4,000' of storage track
- Barge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

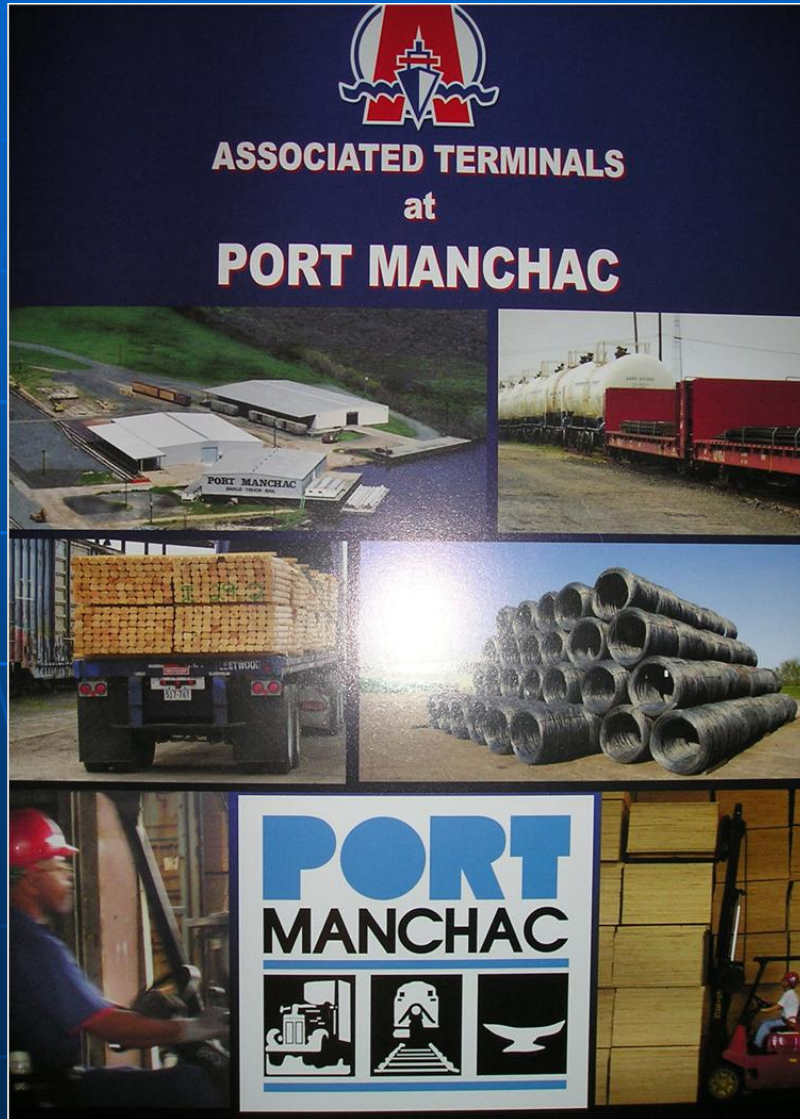
Cargo	Origin
Forest Products	Eastern U.S.
Liquid Bulk	Mexico, Southern U.S.

Current Customers



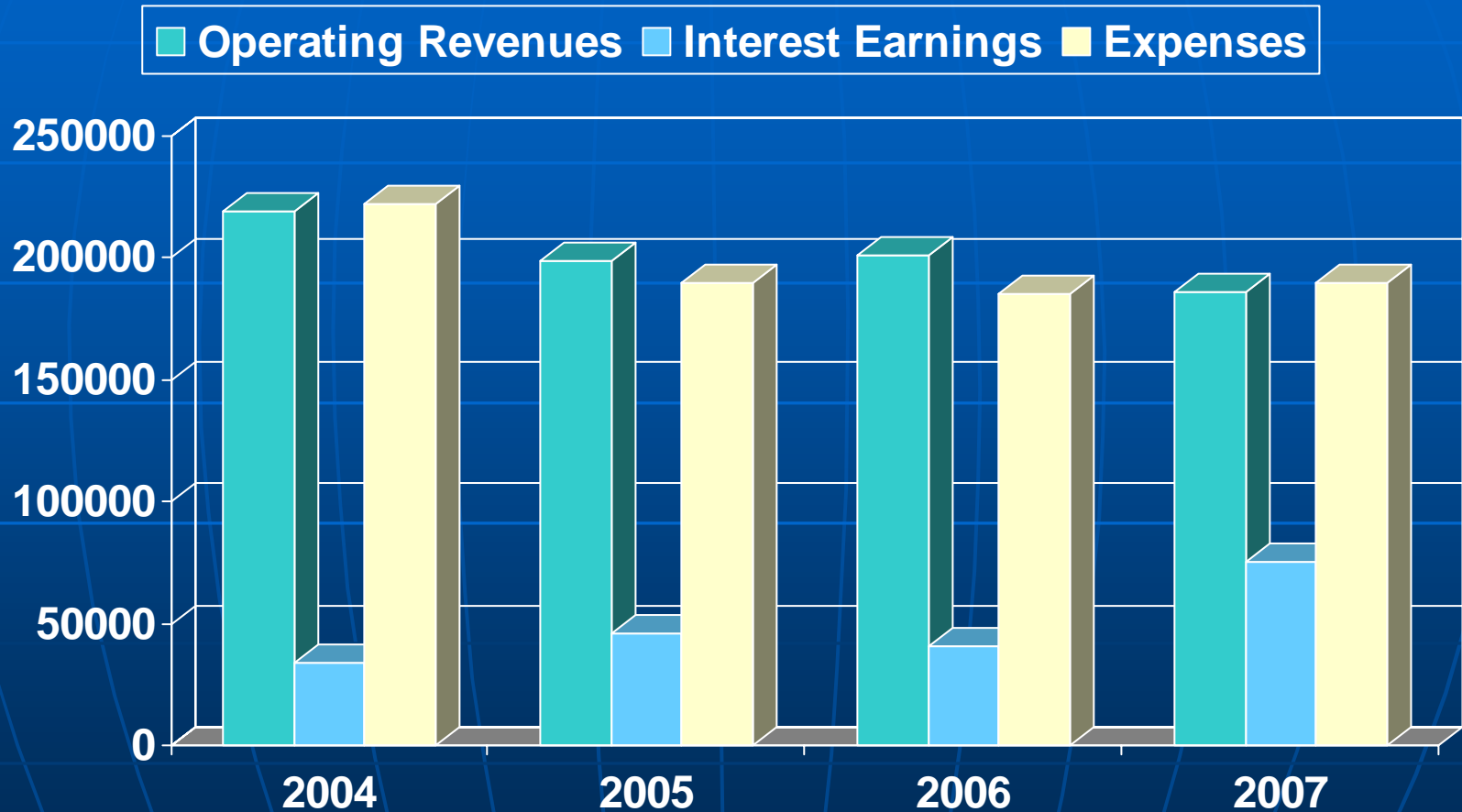
- Hunt Forest Products
- Acadian Cypress
- Scholl Forest
- Pavestone
- J.D. Fields

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

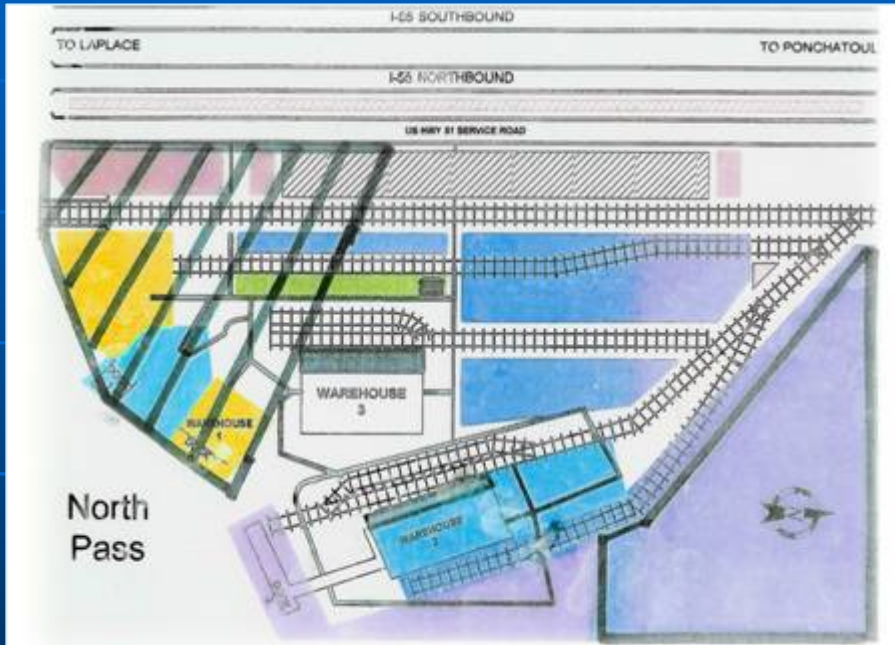


Source: Port Manchac

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