

Ports
Association of Louisiana

Report
to the
Joint Committee
on
Transportation,
Highways
and
Public Works

April 4, 2006



Table of Contents

		Page No.
Chapter I	Presentation	I-1
Chapter II	Report	
	Presentation of Port Data and Statistics	II-1
	Recommendations for Future Development, Expansion and Storm Recovery	II-12
Chapter III	Profiles of Louisiana Ports (PAL Members)	
	Deep Draft Ports	
	Greater Baton Rouge Port Commission	III-2
	Lake Charles Harbor and Terminal District	III-5
	Plaquemines Port Harbor & Terminal District	III-7
	Port of New Orleans	III-10
	Port of South Louisiana	III-14
	St. Bernard Harbor and Terminal District	III-17
	Coastal Ports	
	Abbeville Harbor & Terminal Dist.	III-20
	Greater Lafourche Port Comm.	III-22
	Mermentau River, Harbor & Terminal Dist.	III-25
	Morgan City Port Harbor & Terminal Dist.	III-27
	Port of Iberia Dist.	III-29
	Terrebonne Port Comm.	III-32
	West Calcasieu Port	III-33
	Port of West St. Mary	III-34
	Inland Ports	
	Alexandria Regional Port Authority	III-37
	Columbia Port Comm.	III-39
	Greater Ouachita Parish Port Comm.	III-40
	Jefferson Parish Economic Dev.& Port Dist.	III-41
	Krotz Springs Port Comm.	III-43
	Lake Providence Port Comm.	III-45
	Natchitoches Port Comm.	III-48
	Port of Shreveport-Bossier.	III-50
	S. Tangipahoa Port Comm.	III-52
	Vidalia Port Comm.	III-54
	Developing Ports	
	Grand Isle Port Commission	III-56
	Millennium Port Authority	III-57
	W. Cameron Parish Port Comm.	III-58
	W. Feliciana Parish Port Comm.	III-60



Presentation by:

Joe Accardo, Executive Director

Robert Scafidel, President

Outline of
PAL'S PRESENTATION TO THE MARITIME ADVISORY TASK FORCE

1. PORTS ASSOCIATION OF LOUISIANA REPRESENTS ALL OF THE STATE'S OPERATING PORTS

SIX (6) DEEP DRAFT PORTS

EIGHT (8) COASTAL PORTS

THIRTEEN (13) INLAND PORTS⁸

ELEVEN (11) DEVELOPING PORTS

ONE HUNDRED (100) AFFILIATED PRIVATE MARITIME-RELATED COMPANIES

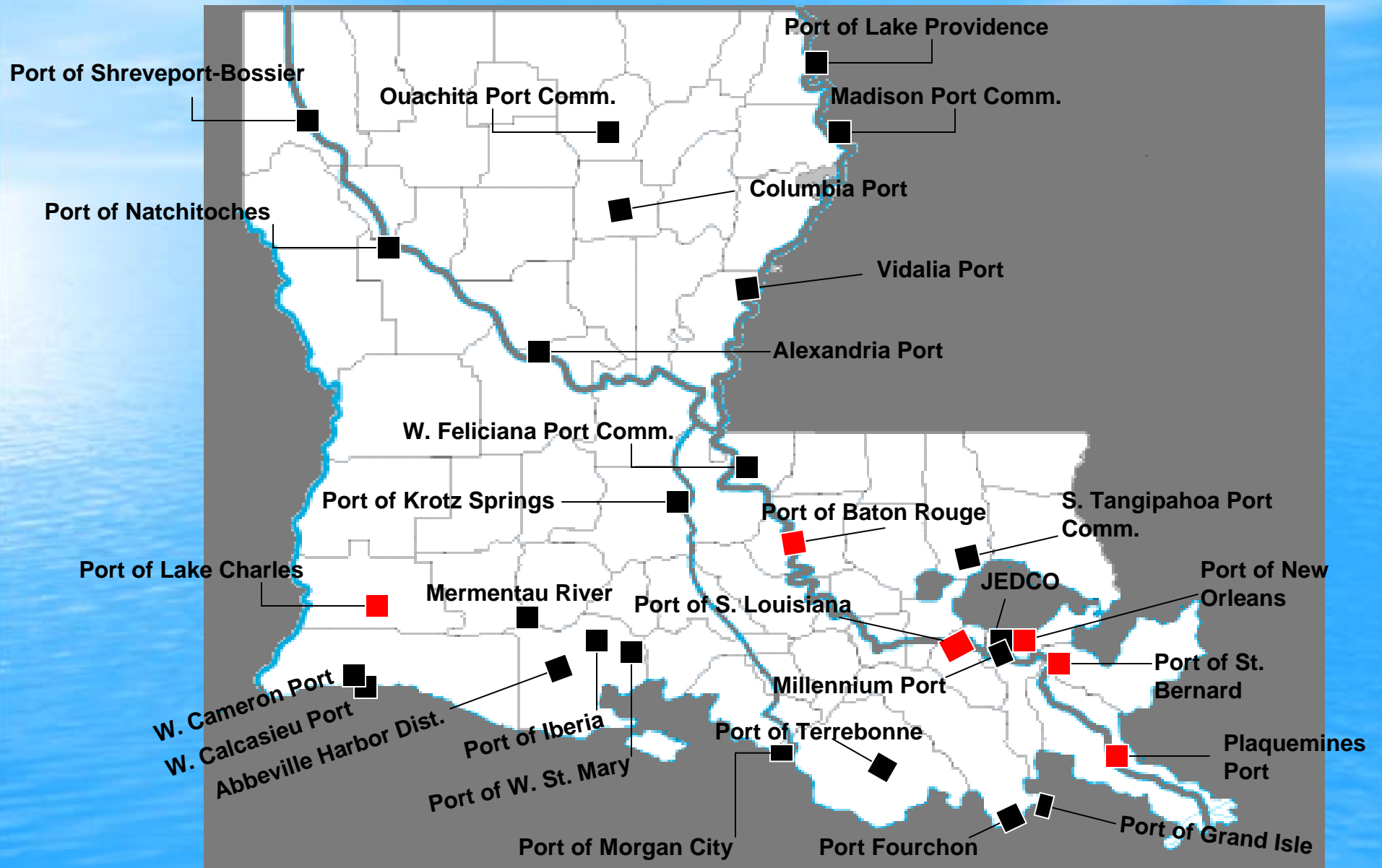
2. PAL FOUNDED IN 1984 AS A NON-PROFIT TRADE ASSOCIATION

TO PROMOTE THE ADVANCEMENT OF LOUISIANA' MARITIME INDUSTRY

TO DEVELOP PORTS AND ENCOURAGE JOB GROWTH AND ECONOMIC DEVELOPMENT

A RESOURCE FOR RECOMMENDATIONS ON MARITIME ISSUES

PAL Member **Deep** & Shallow Draft Ports



3. NOT JUST THE PORTS—LOUISIANA MARITIME SECTOR, INCLUDING PRIVATE FACILITIES UNDER PORT JURISDICTIONS

STRATEGIC LOCATION OF THE MISSISSIPPI/RED/CALCASIEU/ATCHAFALAYA RIVER SYSTEM, GULF OF MEXICO & GULF INTRACOASTAL WATERWAY SERVING 50% OF THE STATE'S PARISHES

IT IS A COMPLEX OF INTERRELATED ECONOMIC ACTIVITIES

OCEAN AND BARGE SHIPPING OF CARGO

PUBLIC AND PRIVATE TERMINALS HANDLING CARGO

INTERMODAL ACTIVITIES OF TRUCKS AND RAIL HANDLING OF CARGO

MANUFACTURING INDUSTRIES DEPENDENT ON NAVIGABLE WATERWAYS

OFFSHORE OIL & GAS EXPLORATION SERVICE INDUSTRY AND THE PIPELINE GRID

Louisiana's 6 Deep Draft Ports

	PORT	PARISH	WATERBODY
*	Port of Baton Rouge	WBR, EBR, Iberville, Ascension	Mississippi River
*	Port of Lake Charles	Calcasieu	Calcasieu River
*	Port of New Orleans	Orleans, Jefferson	Mississippi River, MRGO
*	Port of Plaquemines	Plaquemines Parish	Mississippi River
*	Port of St. Bernard	St. Bernard	Mississippi River
*	Port of South Louisiana	St. John, St. James, St. Charles	Mississippi River

*Denotes PAL Membership

This page intentionally left blank.

Louisiana's 8 Coastal Ports

	PORT	PARISH	WATERBODY
*	Abbeville Harbor and Terminal District	Vermilion	Vermilion River
*	Lafourche Port Comm.	Lafourche	Bayou Lafourche
*	Mermentau River Port	Acadia	Mermentau River
*	Port of Iberia	Iberia	GIWW
*	Port of Morgan City	St. Mary	Lower Atchafalaya River
*	Terrebonne Port Comm.	Terrebonne	Houma Navigational Canal
*	West Calcasieu	Calcasieu	GIWW
*	West St. Mary	St. Mary	GIWW

*Denotes PAL Membership

This page intentionally left blank.

Louisiana's 13 Inland Ports

	PORT	PARISH	WATERBODY
*	Alexandria Regional Port Authority	Rapides	Red River
*	Caddo/Bossier Port Comm.	Caddo/Bossier	Red River
*	Columbia Port Comm.	Caldwell	Ouachita/Black River
*	Greater Ouachita Port Comm.	Ouachita	Ouachita/Black River
*	Jefferson Parish Economic Development & Port District	Jefferson	Mississippi River/Harvey Canal
*	Krotz Springs Port Comm.	St. Landry	Atchafalaya
*	Lake Providence Port Comm.	East Carroll	Mississippi River
	Madison Parish Port Comm.	Madison	Mississippi River
*	Natchitoches Port Comm.	Natchitoches	Red River
	Pointe Coupee Port, Harbor, & Terminal Dist.	Pointe Coupee	Atchafalaya River
	Red River Port Comm.	Red River	Red River
*	S. Tangipahoa Port Comm.	Tangipahoa	North Pass
*	Vidalia Port Comm.	Concordia	Mississippi River

*Denotes PAL Membership

This page intentionally left blank.

Louisiana's 11 Developing Ports

	PORT	PARISH	WATERBODY
	Avoyelles Parish Port Comm.	Avoyelles	Atchafalya River
	Concordia Parish Port Comm.	Concordia	Mississippi River/Black River
	E. Cameron Parish Port Comm.	Cameron	
*	Grand Isle Port Comm.	Jefferson	Gulf of Mexico
	Grant Parish Port Comm.	Grant	Red River
*	Millennium Port Authority	Statewide	
	Tensas Parish Port Comm.	Tensas	Mississippi River
	Twin Parish Port Dist.	Iberia, Vermilion	GIWW
	Vinton Harbor & Term. Dist.	Calcasieu	GIWW
*	W. Cameron Parish Port Comm.	Cameron	
*	W. Feliciana Parish Port Comm.	W. Feliciana	Mississippi River

* Denotes PAL Membership

4. PAL'S MISSION AND GOALS

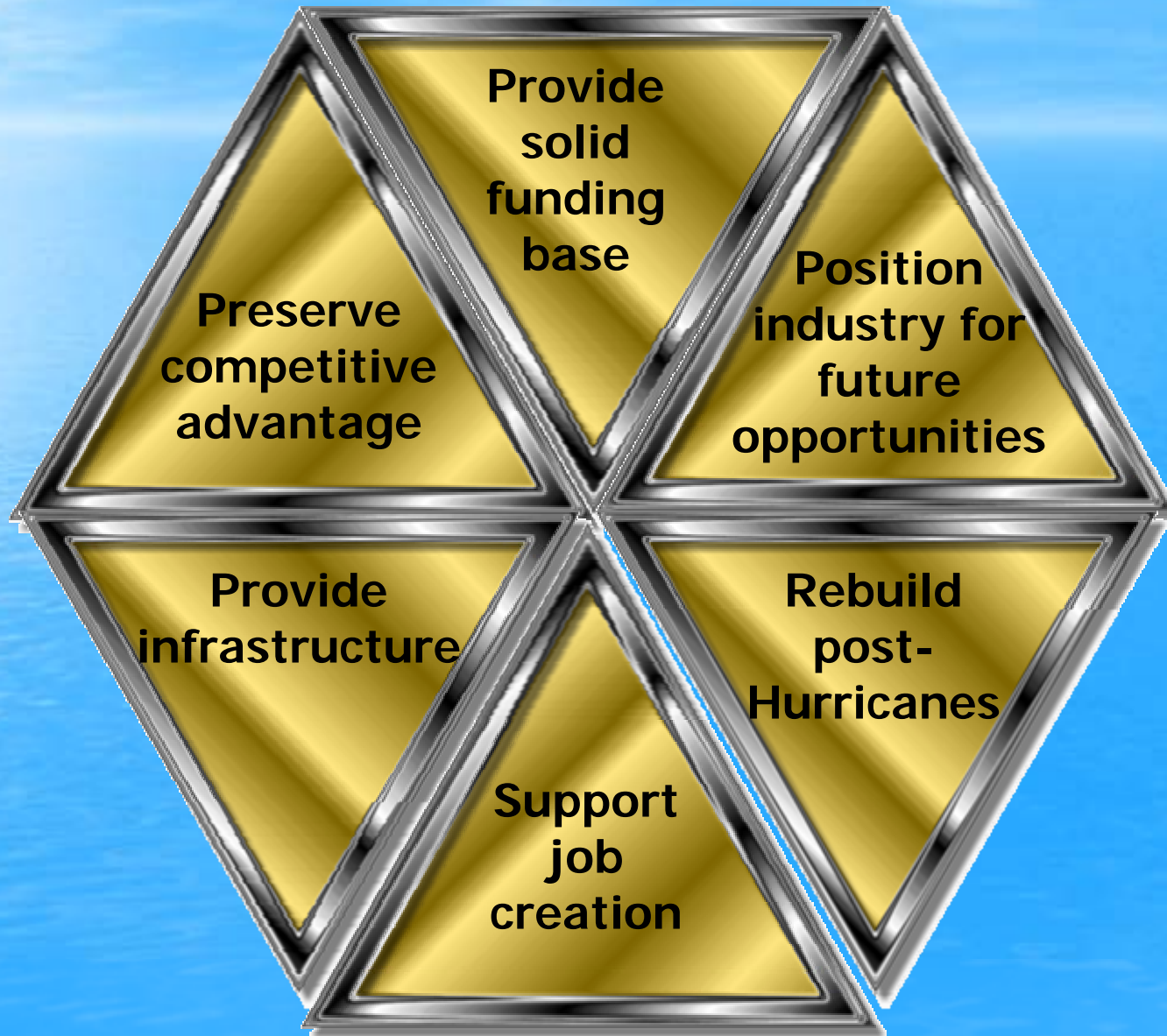
PRESERVE THE COMPETITIVE ADVANTAGE OF THE PORTS IN RELATION TO OTHER GULF COAST PORTS BY PROVIDING A FUNDING BASE FOR IMPROVEMENTS AND EXPANSION OF MARITIME INFRASTRUCTURE

POSITION THE MARITIME INDUSTRY FOR GROWTH AND TRADE OPPORTUNITIES

PROVIDE INFRASTRUCTURE AND SUPPORT JOB CREATION FOR STATE'S TRANSPORTATION, INDUSTRIAL, AGRICULTURE, AND OIL & GAS SECTORS

REBUILD THE STATE'S MARITIME INDUSTRY IN THE POST-KATRINA AND RITA LANDSCAPE

Goals for the Future



5. LOUISIANA PUBLIC AND PRIVATE TERMINALS HANDLE 485 MILLION TONS OF DOMESTIC, FOREIGN, AND INTRASTATE WATERBORNE COMMERCE

FOREIGN TONNAGE EQUALS 48% (233 MILLION TONS)

DOMESTIC TONNAGE EQUALS 44% (213 MILLION TONS)

INTRASTATE TONNAGE EQUALS 8% (39 MILLION TONS)

**INTRASTATE CARGO SUPPORTS INDUSTRIAL PROCESSED AND MANUFACTURED PRODUCTS
DEPENDENT UPON WATERWAYS

EQUALS TWENTY PERCENT (20%) OF THE NATION'S WATERBORNE COMMERCE

LOWER MISSISSIPPI RIVER PORTS COMPLEX IS THE LARGEST IN THE WORLD

VOLUMES SIGNIFY ACCESS TO 29 STATES BY WATERBORNE SHIPPING BY BARGE FOR BULK CARGO,
IMPORTS, AND EXPORTS

BARGE TRANSPORT IS MOST COMPETITIVE OVER LONG DISTANCES

ONE (1) TON OF CARGO USING ONE (1) GALLON OF GASOLINE

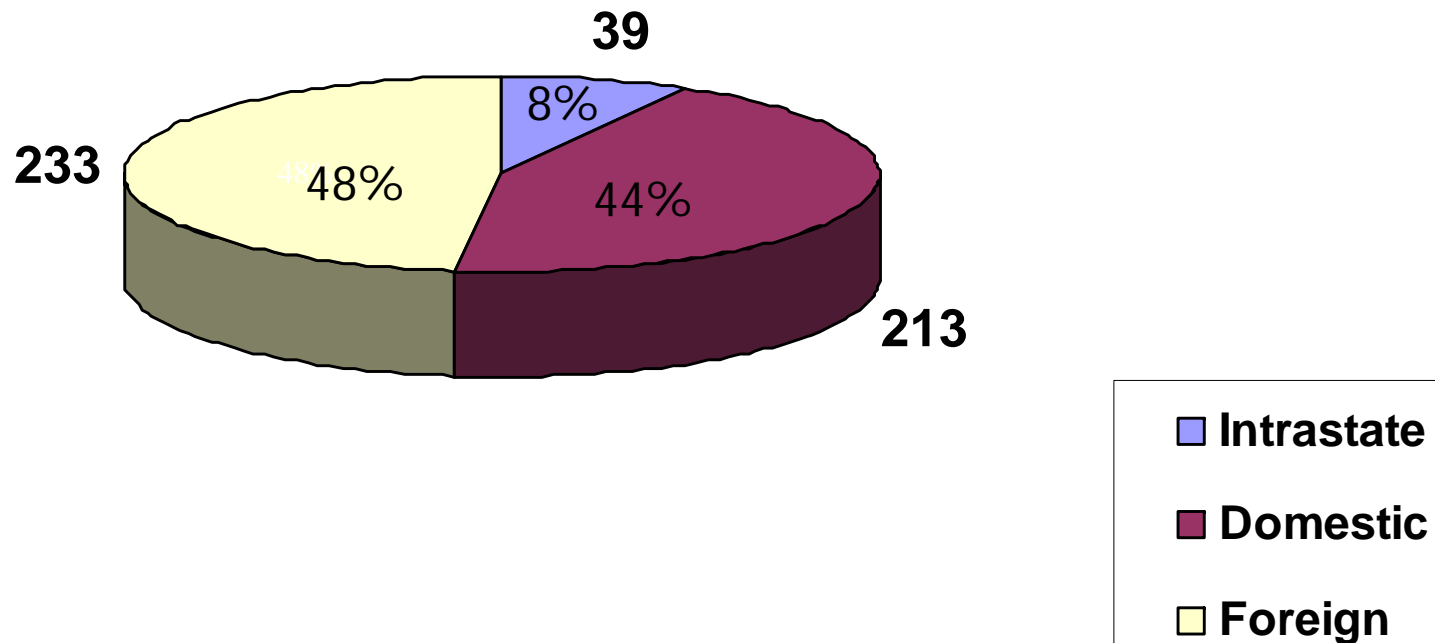
TRUCK—59 MILES

RAIL—202 MILES

BARGE—514 MILES

LA Maritime Leads Nation in Waterborne Commerce with 485 Million Tons Handled Annually

Waterborne Tonnage (In Millions)



6. LOUISIANA PORTS & THE MARITIME SECTOR PRESERVE POSITIVE ANNUAL IMPACTS¹

- \$33 BILLION TOTAL ECONOMIC IMPACT
- \$5.7 BILLION JOBS IMPACT
- \$467 MILLION OF STATE AND LOCAL TAXES ANNUALLY
- 23% OF GROSS STATE PRODUCT
- SUPPORTS DIRECTLY AND INDIRECTLY 270,000 JOBS (ONE OF EIGHT JOBS)

¹ Dr. Tim Ryan (UNO). In Dr. Ryan's concept, the maritime sector is made up of all of the public and private cargo handling facilities in ports, barge lines, vessel companies, cargo handling companies, shipping agents, freight forwarding companies, transportation companies handling maritime cargo, companies supplying the maritime trade, manufacturers who depend on the availability of the maritime facilities to exist, and others. This definition of the maritime sector, and is not just limited to the transfer of cargo across a dock.

LA Ports Preserve Positive Annual Impacts

Economic	
Total Impact	\$32.9 Billion
Jobs Impact	\$5.66 Billion
Recurring Tax Revenue	\$467 Million
Industry Impact	22.5% of Gross State Product
Employment	
Permanent Jobs	270,000
	<i>One in Eight Jobs</i>
Environment	
Reduces Air Pollution and	2 Barge Tow=300 Trucks
Is Fuel Efficient	<i>Note: "Ports" includes the Maritime industry</i>

Source: Dr. Tim Ryan, University of New Orleans, August 2002

7. MARITIME TRADE MARKET OUTLOOK

- SET BACK BY HURRICANES

INTERNATIONAL TRADE TO GULF FORECAST TO INCREASE BY 20% OVER NEXT 10 YEARS (LATTS)²

PORT OF NEW ORLEANS HAD THE FASTEST CRUISE PASSENGER GROWTH (Pre-Katrina)

CONTAINER ON BARGE AND COASTWIDE SHIPPING GROWTH IS ENCOURAGED BY U.S. MARITIME ADMINISTRATION (MARAD) POLICIES

- DUE TO FUEL COSTS &
- HEAVY CONGESTION

U.S. DEPARTMENT OF AGRICULTURE (USDA) FORECASTS TRADE GROWTH IN GRAIN & FOREST PRODUCTS

CONTINUED GROWTH IN OFFSHORE OIL & GAS DEVELOPMENT TO MEET ENERGY DEMANDS

HIGH FUEL COST WILL ENCOURAGE USE OF BARGE TRANSPORT OF LIQUID, DRY BULK, GRAIN, MINERAL, & PETROCHEMICAL CARGOS

GROWTH WILL REQUIRE EXPANSION, NEW FACILITIES FOR HANDLING CARGO, AND AN ADEQUATE AND STABLE SOURCE OF FUNDING

² LATTS—LATIN AMERICAN TRADE & TRANSPORTATION STUDY

Maritime Trade Market Outlook

(Pre-Hurricane Forecasts)

- Gulf international trade to increase by 20% over next 10 years (LATTTS)
- Port of New Orleans fastest cruise passenger growth
- Container on barge & coast wide shipping growth encouraged by MARAD
 - High fuel costs
 - Heavy congestion
- Growth in grain & forest products (USDA)
- Growth in oil & gas development
- Growth requires expansion, new cargo handling facilities, & adequate/stable funding

8. PORTS NEED A SOLID FUNDING BASE

LA PORT CONSTRUCTION & DEVELOPMENT PRIORITY PROGRAM (PCDPP) ADMINISTERED BY LA DOTD

- CURRENT LEVEL = \$20 MILLION
- LA DOTD INTERMODAL PLAN (2003) RECOMMENDED \$5 MILLION ANNUAL INCREASES TO \$40 MILLION BY 2008
- PAL RECOMMENDS INCREASING CURRENT FUNDING TO \$50 MILLION ANNUALLY TO ALLOW FOR INFLATION AND GROWTH

LA PORTS COMPETE WITH OTHER GULF PORTS BY VARIOUS MEANS...

- TEXAS PORTS ARE FUNDED VIA PROPERTY TAX LEVIES
 1. HOUSTON-- \$30 MILLION ANNUALLY TO PARTIALLY FUND NEW CONTAINER TERMINAL AND OTHER FACILITIES
- FLORIDA PORTS RECEIVE \$35 MILLION ANNUALLY FROM MOTOR VEHICLE REGISTRATION FEES
- ALABAMA FUNDED \$300 MILLION PORT OF MOBILE REVITALIZATION (Retirement funds)
- GULFPORT, MS—\$250 MILLION DEVELOPMENT PROGRAM, FUNDED VIA STATE FUNDS & LOCAL CASINO LEASING FEES

LA Ports Need Solid Funding Base

Mississippi

Legislature funds specific projects i.e., \$20M in state bond funds for channel and harbor improvements at Pascagoula. Gulfport has a \$250M Development Program and receives \$9M annually in Casino leasing fees.

Alabama

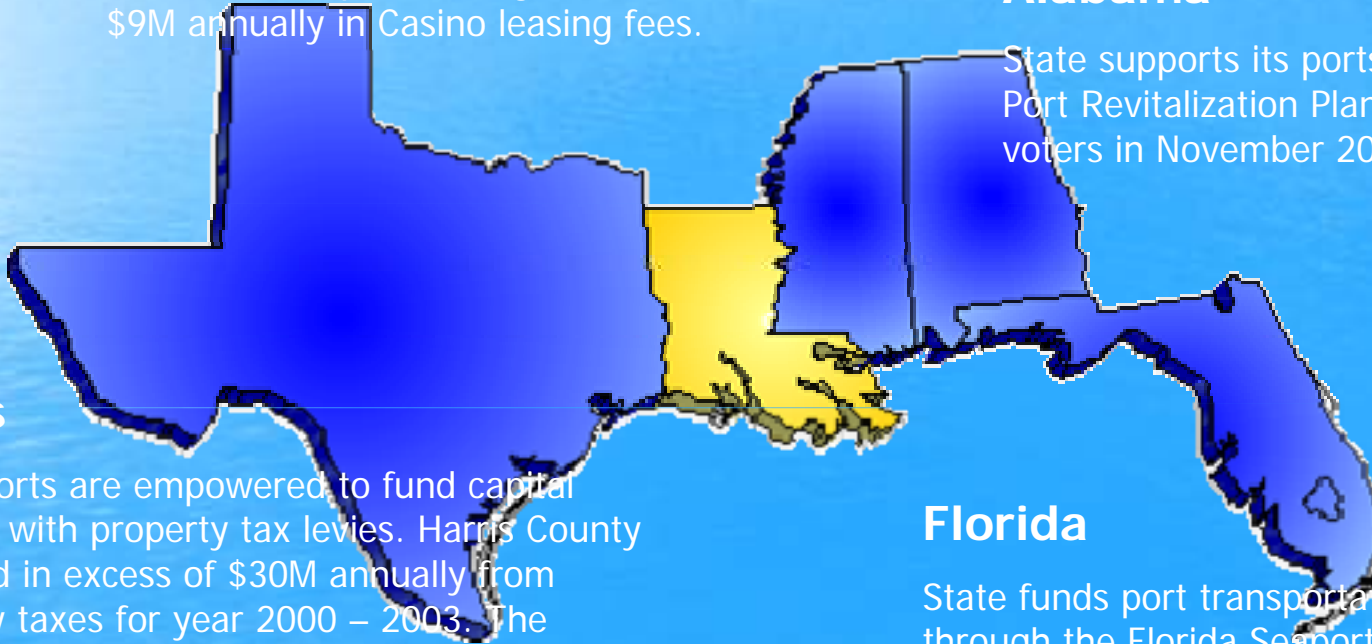
State supports its ports with a \$300M in Port Revitalization Plan, approved by voters in November 2002

Texas

Texas ports are empowered to fund capital projects with property tax levies. Harris County collected in excess of \$30M annually from property taxes for year 2000 – 2003. The Houston Port produces 28,000 permanent jobs and \$633M in economic impact.

Florida

State funds port transportation projects through the Florida Seaport Transportation and Economic Development Program. Program is a 50-50 matching program. \$35M annually from motor vehicle registration fees.



9. PAL SURVEY OF PORT FIVE (5) YEAR CAPITAL NEEDS

ESTIMATED ANNUAL CAPITAL NEEDS AVERAGE \$161 MILLION PER YEAR

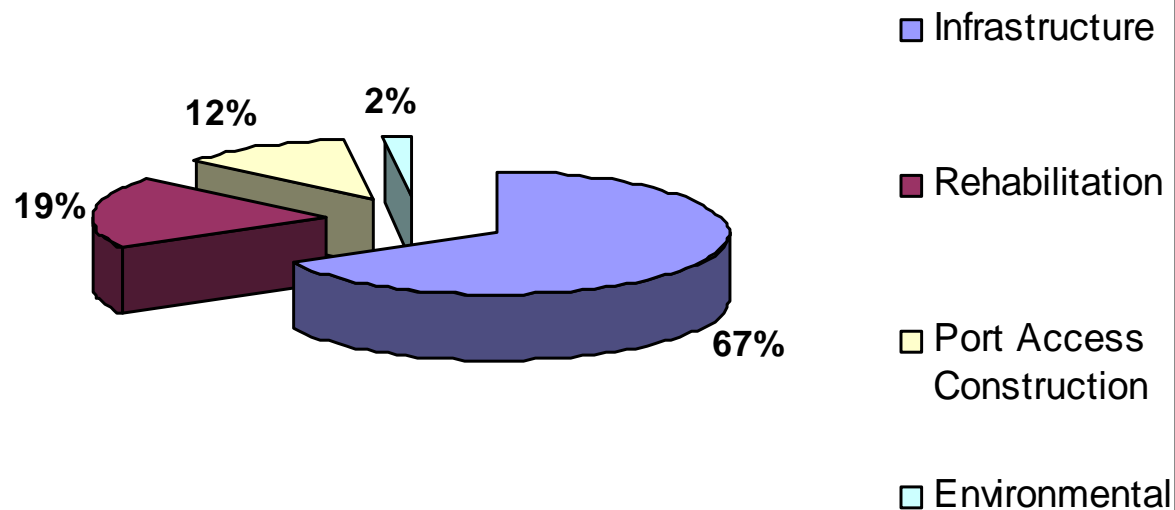
INFRASTRUCTURE REQUIRES 67%
REHABILITATION REQUIRES 19%
PORT ACCESS REQUIRES 12%
ENVIRONMENTAL REQUIRES 2%

PAL's Survey of Capital Needs

For 2007 – 2011 (in 000s)

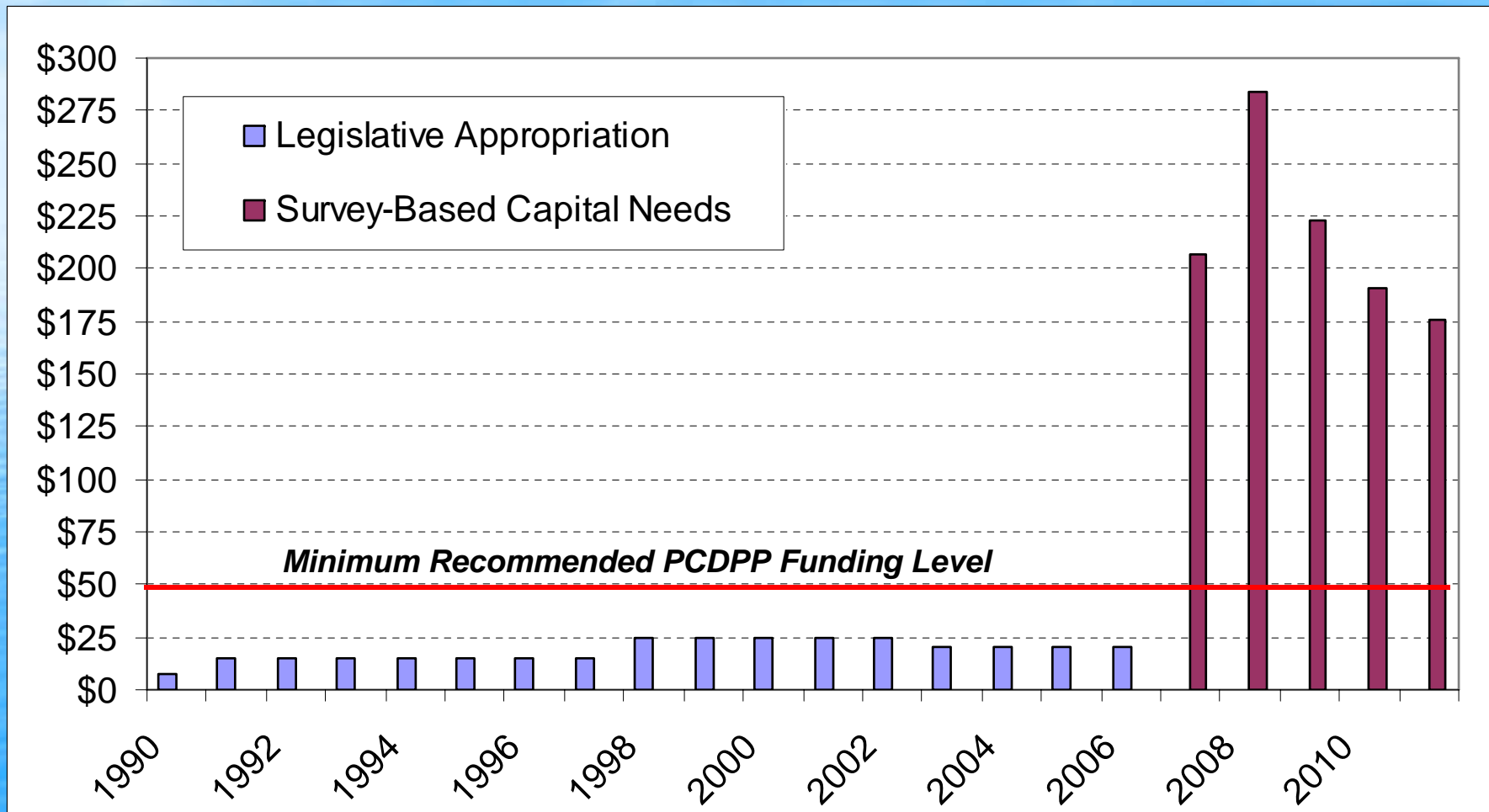
YEAR	2007	2008	2009	2010	2011
Deep Draft	\$164,611	\$254,362	\$189,060	\$141,940	\$150,188
Coastal	\$26,950	\$13,650	\$19,000	\$34,000	\$10,000
Inland	\$15,750	\$15,825	\$15,350	\$15,350	\$16,250
TOTAL	\$207,311	\$283,837	\$223,410	\$191,290	\$176,438

YR 2007 Funding by Project Type



This page intentionally left blank.

Current Funding Levels are Inadequate (In Millions)



This page intentionally left blank.

PAL Makes Recommendations in the Following Areas

- Funding for Louisiana's Ports
- Port Planning, Research, & Market Development
- Port Construction & Development Priority Program
- Infrastructure Bank Program
- Funding Sources

This page intentionally left blank.

Recommendations on Funding Levels

- Increase current funding for the Port Construction and Development Priority Program to \$50M annually to allow for growth and inflation.
- Allocate \$50M annually to Louisiana Waterways Development Fund.
- Re-establish LED Port Development Program with an annual funding level of \$20M.
- Requesting a one time allocation of a minimum of \$300M from the Louisiana Recovery Authority to address unmet needs resulting from Hurricanes Katrina and Rita.

10. LEVERAGING EFFECTS OF EACH DOLLAR OF PCDPP FUNDS EXPENDED

- \$1 OF STATE FUNDS RETURNS \$6.26 OF ADDITIONAL INVESTMENT (LA DOTD- STATE FUNDS ONLY)
- \$1 OF STATE FUNDS RETURNS \$6.90 OF ADDITIONAL INVESTMENT (NPWI/UNO- INCLUDING IN-KIND CONTRIBUTIONS)³

FOR EXAMPLE...

FOR EACH \$1 OF STATE FUNDS

PORTS MATCH & INVEST \$1.90, INCLUDING ENGINEERING & OTHER SELF-GENERATED

PRIVATE SECTOR INVESTS \$5.00

³ NATIONAL PORTS & WATERWAYS INSTITUTE—UNIVERSITY OF NEW ORLEANS (JAY JAYAWARDANA)



Every state dollar invested in
Louisiana's ports will return...

\$6.26 (LA DOTD- State Investment)

\$6.90 (NPWI/UNO- Total Investment)

This page intentionally left blank.

Strategic Planning & Implementation

- PAL will undertake and develop a Capital Master Plan for Louisiana ports.
- PAL will undertake a Strategic Planning Study to evaluate directions for growth. PAL will seek state funding assistance of \$500,000 for this initiative.
- Engage the Ports Association of Louisiana to collect, synthesize and report annually on the financial condition, capital program needs, and strategic directions of Louisiana's port system.
- PAL supports a Public Awareness Program emphasizing the benefits of water transportation and the economic impacts of the maritime sector.
- Market Promotion at the port and state levels will be consistent with the port's strategic plan developed by the ports. Estimate \$500,000 is needed in state's advertising budget.*

*Source: LaDOTD Statewide Intermodal Transportation Study

This page intentionally left blank.



Recommended Changes to Port Construction & Development Priority Program

- Provide a fast-track process for projects to enable ports to meet changing market conditions.
- Allow ROI requirements to reflect funding needs for market risk projects.

This page intentionally left blank.



Recommendations for Infrastructure Bank

- Legislation creating the bank should be changed to allow for grants.
- Rules should insure bank functions do not conflict with PCDPP; perhaps be limited to funding bonded projects.
- Bank should be funded annually to provide adequate bond funding.

This page intentionally left blank.



Recommendations for Funding Sources

Percentage of motor fuels, other fees, or taxes paid by maritime related transportation industry.

Dr. Ryan (UNO) estimates the total maritime tax revenue generated is \$467M. *This recommendation would take \$100M from this source* (additional \$30M for PCDPP, \$50M for Infrastructure Bank, \$20M for LED Port Development Program).

This page intentionally left blank.

In Summary...

- PAL has presented statistical information establishing our industry as a major economic engine for Louisiana's recovery and growth.
- PAL has presented recommendations which will accelerate the ports' efforts in recovery and growth.
- Louisiana must recognize the importance of the maritime industry and provide adequate funding to support our ports and to accomplish our mutual goals.

This page intentionally left blank.

Ports Association of Louisiana

Report to the
Joint Committee on Transportation,
Highways, & Public Works

April 4, 2006



Association of Louisiana

Chapter II
Ports Association of Louisiana

Report

Submitted to the Maritime Advisory Task Force

March 2006

Revised April 2006

Presentation of Port Data and Statistics

The Ports Association of Louisiana (PAL) has made a series of presentations before the Maritime Advisory Task Force (MATF). These presentations support the role of ports in the state's economic growth and development. They further present the size, impact and magnitude of the statewide maritime industry. The purpose of this document is to provide a brief and concise overview of Louisiana's ports and to provide recommendations endorsed by the PAL membership. These recommendations are all designed to support, sustain and expand the state's maritime industry. Additionally, this report addresses rebuilding and recovering maritime infrastructure damaged or destroyed by hurricanes Katrina and Rita. PAL requests that these recommendations be included in the final report of the Maritime Advisory Task Force, which will be made available to the Louisiana Recovery Authority, the Governor and Legislature.

Ports Association of Louisiana represents the state's shallow and deep draft public ports and approximately 100 affiliate members consisting of private maritime-related companies. PAL is qualified to make recommendations to the task force for several reasons:

- Founded in 1984, PAL is a non-profit trade association formed to support and promote the advancement of Louisiana's maritime industry. The ports are economic engines, which encourage job growth and economic development throughout the state.
- PAL's corporate membership is comprised of all of the state's public ports. Its associate membership includes private industry, which benefits from the state's maritime system.

- PAL has made recommendations and has been a resource on statewide maritime issues affecting the state's port system for 22 years.

One of the stated objectives in creating the MATF is 'to make recommendations on methods of promoting and protecting Louisiana's maritime industry and increasing the state's competitiveness in global maritime markets'¹ closely correspond and align with PAL's mission and goals. PAL's goals are:

- Preserve the competitive advantage of the maritime industry with its relation to other U.S. Gulf Coast states;
- Position the industry for growth and trade opportunities;
- Provide infrastructure and support job creation for the state's transportation, agriculture and oil and gas employment sectors;
- Provide a solid funding base for improvements and expansions in maritime infrastructure to remain competitive in a changing market climate; and
- Rebuild the state's maritime industry in the post Katrina and Rita landscape.

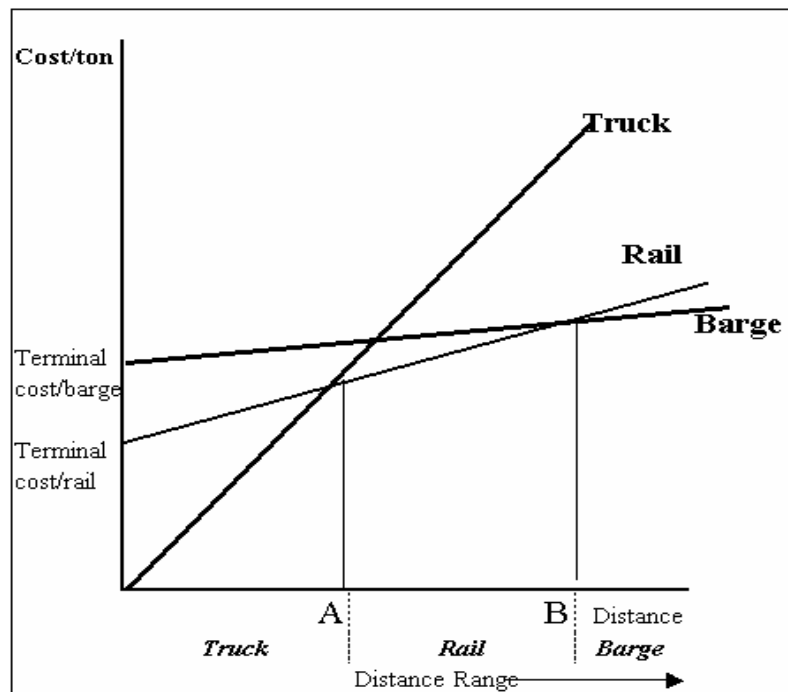
Louisiana's Maritime Sector –The complex and interrelated nature of economic activities, should be addressed in a detailed study to determine statewide economic impacts of the maritime industry in the post Katrina/Rita environment. An analysis of the major components of this industry provides convincing data on the industry magnitude. These resources include:

- The navigable waterways network and the inland tug and barge fleet operations;
- The state's transportation and intermodal activities providing access to markets throughout the United States and internationally;
- The ocean shipping interface and export/import activities;
- The oil and gas pipe network, including the national and offshore grid;
- Public and private terminals handling cargo; and
- Numerous manufacturing industries located at the waterfront.

¹ Executive Order, KBB 05-22

Waterways Network -The strategic location of the state and its relation to the inland waterways network combined with access to international shipping through deep draft ports has evolved as an ideal transportation system to haul large, low-value shipments over long distances. The Mississippi River System and the U.S.Gulf Intracoastal Waterway (GIWW) that intersect in New Orleans and Baton Rouge account for 86 percent of the national waterway network in terms of route length and 97 percent of the system's overall tonnage. This waterway system is largely maintained by federal funds using a relatively small share of local resources. This developed transportation system is one of the most productive assets available to the state, the nation and the world. The comparative advantage provided by inland barge transportation provides a low cost alternative to rail and truck. The longer the haul, the more efficient and economical water transportation becomes to shippers. Their cost-distance relationship is illustrated in **Chart 1**.

Chart 1: Cost-Distance Relationships for Various Modal Options



Note: Barge transport is competitive for long distances

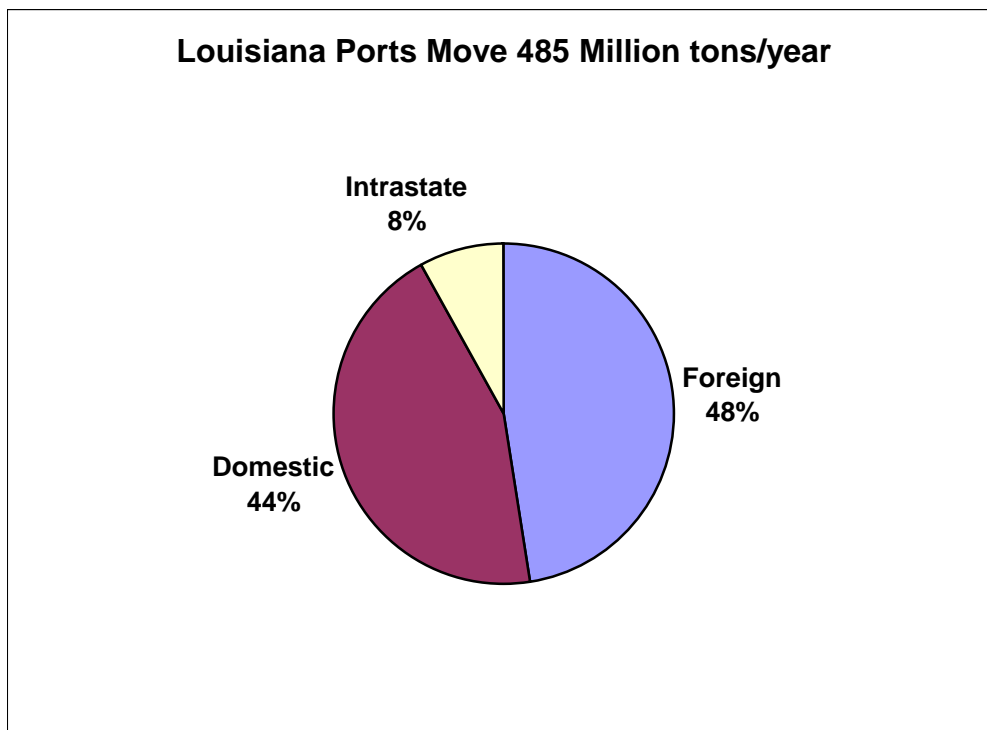
Chart 2 further illustrates the efficiency of barges versus rail and truck transportation.

Chart 2: Distance Traveled by One Ton of Cargo Using One Gallon of Diesel



Waterborne Commerce - Louisiana is the most maritime state in the nation handling more than 485 million tons or about 20 percent of the nation's waterborne commerce (**Chart: 3**). The domestic and foreign waterborne commerce shares of 44 and 48 percent represent cargo handling activities at export /import terminals. These volumes signify the link and extent of domestic and international trade. Access provided by Louisiana ports to more than half a dozen mid-western states supports vital industries such as agriculture and forestry, coal mining, iron and steel industries etc. The intra-state movements of 39 million tons of raw material supplies or value-added processed products are produced by maritime-related industries located at the waterfront. This signifies the importance of waterfront access in industries' location selection process. These location decisions are influenced by the role of the state's public ports system.

Chart 3: Waterborne Trade by Major Components



Louisiana's Port System – Louisiana is served by an extensive system of navigable waterways covering more than 50 percent of the parishes in the state. The waterfront activities conducted by public ports and private terminals are estimated to contribute more than 20 percent to the state gross product and support 270,000 jobs. The role of public ports in this system is mainly to assist the private sector in promoting maritime related economic activities leading to economic development. Based on geographic location and types of activities public ports can be divided into four major groups as deep draft ports, coastal ports, inland ports and developing ports. (**Chart 4**).

Chart 4: Public Port System and the Navigable Waterways

<i>Port Type</i>	<i>Waterway</i>	<i>Port Name</i>
Deep Draft Ports	Lower-Mississippi	Port of Baton Rouge, South Louisiana, New Orleans, St. Bernard, Plaquemines
	Clacasiou	Port of Lake Charles
Coastal Ports	Gulf Intracoastal Waterway	Ports of Abbeville, Morgan City, Iberia, Mermentau, Terrebonne, West Calcasieu, West St. Mary
	Bayou Lafourche	Port Fourchon
Inland Ports	Red River	Ports of Alexandria, Natchitoches, Caddo-Bossier, Red River
	Atchafalaya River	Ports of Krotz Springs, Pointe Coupee Parish
	Ouachita River	Ports of Columbia, Ouachita Parish
	Mississippi River –North of Baton Rouge	Ports of Lake Providence, Tallulah, Vidalia
	Mississippi River – South of Baton Rouge	Jefferson Parish Port
	Lake Pontchartrain	So. Tangipahoa Port
Developing Ports	Various	Avoyelles Parish Port Comm. Concordia Parish Port Comm. E. Cameron Parish Port Comm. Grand Isle Port Comm. Grant Parish Port Comm. Millennium Port Authority Tensas Parish Port Comm. Twin Parish Port Dist. Vinton Harbor & Term. Dist. W. Cameron Parish Port Comm. W. Feliciana Parish Port Comm.

Deep Draft Ports (6) - Five of Louisiana’s deep draft public ports and a host of private terminals are located on a stretch of more than 250 miles along the Lower Mississippi River (LMR). The Port of Lake Charles, located on the Calcasieu Ship Channel approximately 20 miles from the U.S. Gulf Coast, is also a deep draft port.

In terms of tonnage, the LMR port complex ranks as the largest in the world. The ports’ maritime activities support an existing petrochemical and industrial base of the state’s economy. These shipping activities include handling significant shares of the nation’s

exports and imports of agricultural products, crude oil, iron and steel, fertilizer and other consumer products. The major manufacturing and value-added industries of the state such as oil refineries, petrochemical industries, ship building, etc., are supported by the state's natural assets and maritime activities.

Coastal Ports (8) - These ports located either on the U.S. Gulf Intracoastal Waterway (GIWW) or on the U.S. Gulf Coast are mainly engaged in providing logistics support services to shipbuilding industries and to the fast expanding deepwater oil and gas exploration in the Gulf of Mexico. Coastal ports provide the necessary infrastructure to enhance and facilitate the private sector. Typically, at these ports, private tenants engage in crew transfer and daily operational needs, servicing and construction of offshore oil platforms, metal fabrication, shipbuilding and refurbishing vessels to meet industry needs as oil and gas exploration moves to ultra-deep waters at depths of more than 7,000 feet.

Inland Ports (13) – The inland ports, widely varying in size and assets, support local resource-based industries and serve as focal points for economic development in rural communities. The inland ports support many rural areas of the state and continue to develop and generate jobs in the interior of the state. These ports handle bulk cargo, raw material and finished products and are an important component of the state's maritime system. Inland ports also support recreational and cultural activities enhancing the state's tourism industry. The Red River Waterway constructed at a cost of \$1.8 billion and commissioned in 1995 provides waterway access to 7 parishes in the state. It should also be noted that these ports provide job opportunities in economically depressed regions of the state.

Developing Ports (11) – Each of these ports has been created by an act of the legislature and they are in varying stages of development. Many are in rural parishes where water access can offer much needed economic advantages.

Market Outlook and Highlights- The market outlook for the maritime industry remains strong with the following developments in the public port sector in recent years.

Deep Draft Ports

- International trade in the U.S. Gulf region is forecasted to increase by over 20 percent in the next decade.
- The cruise ship arrivals and passengers at the Port of New Orleans registered a phenomenal growth providing impetus to many service industries in the New Orleans area.
- The inauguration of a container-on-barge service by the Port of Greater Baton Rouge linking the ports of New Orleans, Houston and other U.S. Gulf and inland ports is a pioneering effort with considerable potential to grow in the future.
- The Port of South Louisiana in cooperation with private sector tenants invested in efficiency enhancing redesign of the grain terminal layout and is in negotiation with several private sector companies planning public-private partnerships.
- The Port of St. Bernard experienced steady growth in cargo handling and improved its revenues with the support of a private sector terminal operator.
- The Port of Lake Charles successfully negotiated with a forest products shipping company to locate at the port with guarantees on minimum tonnages.
- The Port of Plaquemines is the location of Louisiana's Oil Spill Response Terminal. The port and private industry within port jurisdiction support the offshore oil industry, shipbuilding, and coal and grain distribution.

Coastal Ports

National recognition of the importance of Louisiana's coastal ports and their interdependence to the deepwater oil and gas exploration in the U.S. Gulf of Mexico and the national economy has been slow. The federal government is leasing offshore lands several times larger than the size of Louisiana for oil and gas exploration resulting in an 840 percent growth in oil production and a 1,600 percent growth in gas production. This industry, operating at the cutting edge of deepwater exploration technology, is completely dependent on coastal ports for logistics services.

- According to the U.S. Minerals Management Service, the coastal ports of Louisiana are strategic.
- Changing logistics and landscape have imposed pressures on limited public infrastructure. There are, for example: Highway and traffic congestion, housing shortages, school crowding, business relocation, sharing of limited energy supplies for domestic and industrial use.
- The rapid expansion of port infrastructure at Port Fourchon, and the Port of Iberia bears testimony to this trend. The ports of Morgan City and Terrebonne are also a part of the coastal equation playing a role in shipbuilding and offshore oil and gas production.
- A much more structured regional planning effort is necessary for sustainable development and balanced growth. If correctly planned, the potential for development can far exceed current activities observed in the Galveston-Houston Ship Channel area. A clear shift of activities from Texas to Louisiana is evident with major operators moving to Louisiana ports.

Inland Ports

The Ports located on the Red River have documented positive development providing an almost textbook example of the impact of a new waterway on the regional economy.

The ports on the waterway that remained inactive for years have recently experienced the following developments:

- The Port of Alexandria serves several large manufacturing industries by handling barge shipments of citric acid consigned to an affiliate of Proctor and Gamble. The port is exploring the feasibility of barge transport for steel sheet supplies to Union Tank Car Company. The shift to move supplies by barge will result in significant transportation cost savings to the private industry.
- A new power plant announced by CLECO is estimated to cost more than \$1 billion. This plant will locate on the Red River, and more than 3 million tons of petroleum coke supplies necessary for power generation will be transported by barge.

- The Red River Parish Port is negotiating for the export of fly-ash to Puerto Rico. To date, fly-ash has remained an environmental nuisance with no economic value.
- A coated steel mill and specialty oils blending plant at the Port of Shreveport-Bossier will generate significant benefits to the local community and statewide.

Developments on the Red River using barge transportation will grow in volume making it possible to establish lower barge rates and develop this waterway as a viable alternative to highway and rail transport.

Inland ports located in small rural communities with limited economic opportunities serve as economic engines and provide an important role in diversifying the local economy.

Current Levels of State Assistance to Public Ports – Current funding sources for ports include the Louisiana Port Construction and Development Priority Program (PCDPP) and Capital Outlay funds appropriated by the Legislature. The PCDPP program, administered by the Louisiana Department of Transportation and Development, allocates \$20 million on a competitive basis to ports after a rigorous evaluation process. These funds for port improvement have not kept pace with Louisiana’s neighboring states of Texas, Mississippi, Alabama and Florida.

A statewide intermodal planning study, conducted by the LADOTD in 2003, recommends the funding level be increased to \$40 million by 2008 in yearly increments of \$5 million a year. This recommendation in the statewide plan has never been implemented. In fact, the funding appropriated for the PCDPP has been decreasing in recent years from \$24.5 million to \$20 million. Port funding assistance allocated from capital outlay funds is limited.

Market Competition from Neighboring States – Louisiana ports operate under competitive market conditions. Market competition from other U.S. Gulf ports in Florida, Alabama, Mississippi and Texas determine our state’s market share. Large

investments made by these states have led to capacity expansion, productivity improvements and to the successful negotiation of partnerships with shippers and vessel services. The result: the cargo, investment, jobs and commerce go to the states that have made these investments.

A detailed description of Louisiana’s funding programs was provided to the Maritime Advisory Task Force in previous presentations. The limited levels of state assistance to Louisiana ports and the absence of a long-term funding plan remain a major obstacle and constraint to growth and development of the maritime sector.

Port Funding Needs – A recent survey of individual ports conducted to estimate the capital investment requirements for the next five years estimated average annual needs as \$216 million (**Chart 5**). The deep draft ports where infrastructure improvements are more expensive and who face the most intense competition from out of state competitors requested 77 percent of the funds. The share of funding needs identified by coastal and inland ports is 13 and 10 percent respectively.

Leveraging Effects of Port Funds - State assistance to ports is supplemented by self-generate funds from the port and private sector investments. Statistics maintained by LaDOTD relative to the Port Construction and Development Priority Program indicate a return on investment of \$6.26 for every state dollar invested in the program. However, when considering total capital inflows to the maritime sector the return is be even greater than what has been experienced by the Port Priority Program. Past studies indicate that for every dollar of state assistance, ports invest \$1.90 from self-generated funds and the private sector invests \$5 dollars. Based on these estimates every dollar of state assistance will return an additional \$6.90 to the state.

**Chart 5: Port Funding Needs as Identified by Individual Ports
(in thousands)**

YEAR	2007	2008	2009	2010	2011
Deep Draft	\$164,611	\$254,362	\$189,060	\$141,940	\$150,188
Coastal	\$26,950	\$13,650	\$19,000	\$34,000	\$10,000
Inland	\$15,750	\$15,825	\$15,350	\$15,350	\$16,250
TOTAL	\$207,311	\$283,837	\$223,410	\$191,290	\$176,438

PAL Recommendations for Future Port Development, Expansion and Storm Recovery

Based on unanimous approval by the PAL's Corporate Membership the organization makes the following recommendations:

Funding Recommendations for Louisiana Ports

1. Increase Louisiana Ports Priority Program funding to \$50 million a year. This recommendation is consistent with the recommendations made by the 2003 Statewide Intermodal Transportation Study. As current levels of funding remain at \$20 million, the additional commitment to the state is \$30 million per year.
2. Request an annual appropriation of \$50 million to implement Act NO.502 passed by the Louisiana Legislature in its 2005 Regular Session. This will enable creation of the Louisiana Waterway Infrastructure and Development Fund as specified in that Act to become a viable funding option.
3. Request reestablishment of the La Economic Development (LED) Port Development Program to be funded at \$20 million annually. The program should address projects not fundable through other sources such as land acquisition to insure future port development.
4. Request a one-time allocation of a minimum of \$300 million from the Louisiana Recovery Authority to address unmet and newly arising needs resulting from Hurricane Katrina and Rita. These unmet needs are consistent with the recommendations of the Ports Recovery Critical Issues Action Committee.

Port Planning, Research and Market Development Recommendations

Implement Planning Efforts –

1. PAL will undertake development of a capital master plan for Louisiana's port system utilizing its own resources. PAL recommends development of a strategic

plan for Louisiana ports and will seek \$500,000 in state funding to assist in this initiative.

2. Engage the Ports Association of Louisiana to collect, synthesize, and report annually on the financial condition, capital program needs, and strategic directions of the port system throughout the State. An annual agreement for funding of \$100,000 to \$150,000 per year between the Association and either the Department of Transportation and Development, or the Department of Economic Development would allow for a continuing flow of information regarding the ports system and its development needs. There is currently no such coordination of this information for the benefit of State government, which has such a vested and vital interest in the success of the maritime transportation system. The Association, along with such ad hoc reports as may be requested, would submit an annual report to the Governor and Legislature.

Implement a Statewide Maritime Marketing Program – The 2003 Statewide Intermodal Transportation Planning Study recommended the creation of a marketing research agency for research, planning and policy studies by allocating \$500,000 annually from the PCDPP funds. This recommendation has not been implemented. An agency engaged in statewide marketing and planning has benefit to maritime marketing efforts.

Implement Research - in data collection and analysis, public policy options for maritime development, building stakeholder coalitions with other states (especially, states along the Mississippi River System), and promoting national waterways agenda remain as priority areas.

Port Construction and Development Priority Program Recommendations

After sixteen years of program history PAL feels there is some opportunity to make program modifications, which would address market issues impacting project funding and construction. PAL is making the following recommendations:

1. Provide a fast-track funding process, which will allow ports to be more responsive to emerging opportunities arising during program off-cycle

periods. PAL will propose statutory changes during the regular legislative session, which will allow LaDOTD to accept applications at any time during the year. Projects will be evaluated using the existing program criteria and evaluation methods.

2. Allow return on investment requirements to reflect the need to fund market risk projects. PAL realizes these projects are more speculative in nature. However, in the business community, there are times when this type of project is necessary in order to continue to be competitive and operational.

PAL requests the opportunity to work with LaDOTD in implementing these recommendations.

Infrastructure Bank Recommendations

PAL looks forward to implementation of the Infrastructure Bank and feels it will provide a method to address port opportunities that does not exist at this time. As mentioned previously, PAL is requesting \$50M so this program can be implemented. We also request that statutory changes can be made which would allow for grants to be given at the discretion of the administering body. PAL wishes to insure that the bank will not impact the Port Construction and Development Priority Program, either financially or administratively.

Recommendations for Funding Sources

Dr. Tim Ryan of the University of New Orleans estimates the total maritime tax revenue generated in Louisiana is \$467M. By using only \$100M from this source, all of the recommendations in this paper could be implemented. This would provide an additional \$30M for the Port Priority Program, \$50M for the Infrastructure Bank, and \$20M for LED Port Development Program.

In Summary:

The Ports Association of Louisiana would like to thank the Maritime Task Force for this opportunity to present information about port operations in Louisiana and recommendations to insure Louisiana's place among the leading ports in the nation. We have shown you statistical information that establishes our industry as an economic engine, ready to help in the recovery process and to advance Louisiana into the future. We have presented recommendations, which would help to accomplish this goal.

In addition to our normal growth needs, Louisiana is faced with impacts from the Hurricanes Katrina and Rita. We must regain the market share of cargo taken by neighboring states. We must keep the balance of cargo in Louisiana. Unfortunately, we do not have the resources to accomplish these things on our own.

Louisiana must continue to support the state's strategic industries. It is imperative that Louisiana recognizes the importance of maritime commerce to its economy. By Louisiana investing in the maritime industry, quicker recovery and growth will be realized thereby providing substantial economic benefits for the entire state. PAL looks forward to partnering with the state and others on this important statewide issue.

This is an enormous opportunity for Louisiana to take advantage of the positive economic impacts that ports can bring to the state. But, our ports are under funded and Louisiana's leaders must recognize that addressing this issue will benefit the entire state and nation.

Chapter III

Profiles of Louisiana Ports

(PAL Members)



Chapter III

Deep Draft Ports

PORT OF GREATER BATON ROUGE
GREATER BATON ROUGE PORT COMMISSION
P.O. BOX 380, Port Allen LA 70767-0380
Tel: 225-342-1660 Fax: 225-342-1666
hardmanj@portgbr.com www.portgbr.com

LOCATION:

Port Latitude – North 30 degrees, 27 minutes

Longitude – West 91 degrees, 12 minutes, 30 seconds

Port Public Docks Located at Mississippi River Mile 229 A.H.P.

Port Jurisdiction – Parishes of Ascension, East Baton Rouge, Iberville and West Baton Rouge

The deep-water Port of Greater Baton Rouge is situated at the convergence of the Mississippi River (part of the Inland Waterways System) and the U.S. Gulf Intracoastal Waterway, which links major U.S. Gulf ports between north Florida and south Texas. Port facilities include both a deep-draft and shallow-draft terminals. All port facilities have intermodal access to docks, rail and U.S. Interstate 10, 55 and 45, and State and US highway access. The port short sea shipping terminal features handling equipment built specifically to handle containers at the terminal, value-added services such as cross-dock stuffing and bagging facilities, with regular shipping service to the seaports of New Orleans and Houston and inland on the Mississippi River Inland Waterway System.

ORGANIZATION:

The Greater Baton Rouge Port Commission was established in 1952 by an act of the Louisiana Legislature to regulate commerce and traffic along the river and to construct and operate public port facilities. In 1954, construction began on General Cargo Dock No. 1 and the Grain Elevator and Grain Dock, all located on the west bank of the Mississippi, across from the Baton Rouge Municipal Dock. Additional facilities followed through the years.

The General Cargo Docks of the Port of Greater Baton Rouge have the capability of handling a variety of products from forest and paper products to basic general cargo, steel, project cargo and heavy lifts. The Port of Greater Baton Rouge has the manpower and equipment to provide rapid, efficient and competitively priced transfer of freight. Today, the port is ranked among the top ten cargo ports in the nation, according to the latest statistics compiled by the U.S. Army Corps of Engineers.

PORT COMMISSIONERS

Appointed to 4-yr. Term. Larry Johnson, president; Alvin Dragg, vice-president; Randy Brian, secretary; Bobby Watts, treasurer; Joesph Delpit; Barbara Ferdinand; Brady Hurdle; Calvin Ishmael; Raymond Loup; William Pugh; Bill Rigell; Charles Thibaut; Collis B. Temple, III; Chucky Tillis; J.Carter Wilkinson.

PORT DIRECTOR

Jay G. Hardman, Executive Director

PRIMARY CARGOES

Inbound: Petroleum, molasses, rail, steel coils, pipe, steel products, chemical, building and construction materials, cement, and containerized cargo.

Outbound: Grain, molasses, chemicals, liquid bulk chemicals, coal, petroleum coke, petroleum products, pipe, sugar, containerized cargo.

OVERALL ANNUAL TONNAGE 2003 Total 61,264,412 short tons (s.t.); Domestic 38,112,248 s.t.; Foreign 23,152,164 s.t.; Imports 18,701,796; Exports 4,450,368 s.t. (U.S. Army Corps of Engineers)

REVENUES (2005):

Gross Operating Revenue	\$ 5,175,437
Other Revenues	\$ 438,708
TOTAL GROSS REVENUES	\$ 5,614,145

TOTAL EMPLOYEES: 30 full time

MAIN CHANNEL DEPTH: 45 ft.

CARGO TERMINALS & FACILITIES

General Cargo Docks 1 & 2: Port-Owned; Cargo: General; Berths: 5; Length: 3,000 ft.; Depth 45 ft.; Rail Service; 525,000 sq.ft. transit shed; rail access to dock area; three mobile cranes to 150 ton capacity.

Inland Rivers Marine Terminal: Port-Owned; domestic barge terminal; Cargo: short sea shipping containers, bulk products, agricultural products, bagged goods, polypropylene and polyethylene pellets, newsprint, and project cargo; 10-acre private marshalling yard; 4-acre public container marshalling terminal; value-added services such as cross-dock stuffing and bagging available; rail access, Depth: 12 ft. (Same as U.S.Gulf Intracoastal Waterway); Berth: 1; Length: 250 ft. Terminal located on the U.S.Gulf Intracoastal Waterway.

Baton Rouge Barge Terminal: Port-Owned – 2 Bulk Terminals; Cargo: Domestic, bulk products aggregate, coke, woodchips; 1 bulk terminal leased and operated by Kinder Morgan; Berth 1: Length: 985 ft.; Depth: 12 ft.; Rail Service; Coal handling facility; 1 Public Bulk Terminal leased and operated by Kanorado Corporation; Berth 1.

Petroleum Fuel & Terminal: Port-Owned; Cargo: Petroleum products, Fuel oil #2-6, carbon black; Berth: 1; Length: 864 ft.; Depth: 45 ft.; Rail Service; Storage capacity in excess of 17 million gallons; capacity at this facility is 1,215,000 barrels. Operated by Petroleum Fuel & Terminal Company.

Public Grain Elevator: Port-Owned; Cargo: Soybeans, soft red wheat, oats, corn & other grain products; Berth: 1; Length: 800 ft.; Depth: 45 ft.; Rail Service; 7.5 million bushel storage; capacity to handle in excess of three million tons annually. Operated by Cargill Ag-Horizons, Inc.

Bulk Flour Mill: Operated by Horizon Milling, Inc.; Flour shipped to domestic & international markets.

Greater Baton Rouge Port Commission Mid-Stream Buoys: Port-Owned; Cargo: Dry bulk; Berth: 1; Length: 990 ft.; Depth 45 ft.; Public Terminal.

Westway Terminal Company - Molasses Terminal: Port-Owned; Cargo: Liquid bulk; Molasses; High fructose corn syrup; Specialty chemicals including acids, caustics and glycol-based products; Berth: 1; Length: 800 ft.; Depth: 45 ft.; Rail Service; Storage capacity in excess of 17 million gallons. Operated by Westway Terminal Company.

LAKE CHARLES HARBOR & TERMINAL DISTRICT

P.O. BOX 3753, Lake Charles LA 70602

Tel: 800-845-7678 Fax: 337-493-3523

marketing@portlc.com

LOCATION:

The District encompasses 203 square miles in Calcasieu Parish and accommodates 10 million tons of cargo annually at its public facilities.

ORGANIZATION:

Act 67 of the Louisiana Legislature of 1924 created the Lake Charles Harbor & Terminal District, authorizing the District to call bond elections and to raise funds for the construction, operation, and maintenance of port facilities, and a Board of Commissioners.

PORT COMMISSIONERS

Fred Godwin; Kay Barnett, Leonard Knapp, Jr, Wade Shaddock; Harry Hank,.; Mark Abraham; Davison Darbone.

PORT DIRECTOR

Adam McBride, Executive Director (337) 439-3661, amcbride@portlc.com

PRIMARY CARGOES

Inbound: Petrochemical, barite, rutile.

Outbound: Petrochemical, rice, bagged goods, vegetable oil.

OVERALL ANNUAL TONNAGE 2003: 10,419,225 st.

REVENUES (2002):

Gross Operating Revenue	\$23,112,979
Tax and Other Revenues	\$2,302,764
TOTAL GROSS REVENUES	\$25,415,743

TOTAL EMPLOYEES: 99

MAIN CHANNEL DEPTH: 40 ft.

CARGO TERMINALS & FACILITIES

City Docks: Port-Owned & Operated; Cargo: General; Berths: 13; Length: 550 ft. avg. length; Depth: 36 ft. at 9 Berths, 40 ft. at Berth 9A, Berth 15 & Berth 15B; Rail Service.

Bulk Terminal 1: Port-Owned & Operated; Cargo: Dry Bulk; Berths: 1; Length: 2,200 ft. w/dolphins; Depth: 40 ft.; Rail Service; Two traveling ship/barge loaders, gantry with chute and conveyor system, clam-bucket unloader and conveyor, 100-ton railcar rollover.

Bulk Terminal 2: Port-Owned & Operated; Cargo: bulk grain; Berths: 1; Length: 400 ft., dock face to 900 ft.; Depth: 36 ft.; Rail Service; Ship loading tower, traveling gantry ship loader, conveyor system, Bagging plant.

OTHER PORT-OWNED BUSINESSES, SERVICES AND FACILITIES:

Industrial Canal: Located at the intersection of the Calcasieu Shop Channel and the Gulf Intracoastal Waterway; 22.4 miles from the Gulf of Mexico; 200 acres of developable property on the waterfront; 3 miles long and has a 1,400 by 1,400-foot turning basin at its east end; Rail Service.

Industrial Park East: Located one-half mile south of Interstate 10 on Louisiana State Highway 397 and has approximately 350 acres available for development; 30-foot two-lane roadway provides access to the Park; rail spur and water and sewer lines; adjacent to the Chennault International Airport, which has an 11,000 foot runway.

OTHER PORT AREA SERVICES

Bunkers/Fuel; Dry Dock; Environmental/Waste Services; Marine Equipment & Supplies; Oil Spill Response/Recovery; Shipyard/Ship Repair; Towing & Tug Services; Warehousing-Bonded.

PLAQUEMINES PORT, HARBOR & TERMINAL DISTRICT

124 Edna LaFrance Rd., Braithwaite LA 70040-1804 USA

Tel: 504-682-0081/392-6690 Direct Line (504) 682-7920 Fax: 504-682-0649

plaqport@bellsouth.net

<http://www.lded.state.la.us/overview/ports/plaquemines.asp>

LOCATION: PLAQUEMINES, PORT, HARBOR & TERMINAL DISTRICT is the gateway to not only the upriver ports of New Orleans and Baton Rouge, but the entire Mississippi Valley Export Corridor as well. Plaquemines is also home to the two largest coal terminals in the United States: TECO Bulk Terminal and International Marine Terminals. In all, 12 anchorages may be found within Plaquemines boundaries from Pilottown in the south to 12 Mile Anchorage found 79 miles to the north. In addition to the two landside terminals, two coal midstreaming operations, Dockside and Grillot are located in Plaquemines, each of the four with its own fleeting area and with a combined annual throughput capacity that is virtually unlimited. Each vessel that calls on the Ports of the Lower River or visits the upriver Export Corridor transits Plaquemines Port and in 2003, more than 5,042 made the voyage.

PORT COMMISSIONERS

Benny Rousselle, President; John Barthelemy; Rick Fremin; Jerry Hodnett; Mike Mudge; Steve Vaughn; Amos Cormier, John Friedman; Lynda Banta; Joseph Clark

PORT DIRECTOR

Urban Treuil, Port Manager

PRIMARY CARGOES

Inbound: Coke, carbon black feed stock, crude, fuel oil, IC 4, gasoline, heating oil, naphtha, natural gas, nickel, cobalt, petroleum products, phosphate, sulphur.

Outbound: Coal, grain-corn, soybean, wheat.

OVERALL ANNUAL TONNAGE 2003: short tons

Breakbulk: 53,579,090

OVERALL ANNUAL TONNAGE 2004 55,542,030

MAIN CHANNEL DEPTH: 55 ft.

Stretching from the Gulf of Mexico to mile 81.7 above Head of Passes.

PORT TERMINALS AND FACILITIES

Amax Metal Recovery, Inc.: Cargo: Nickel, breakbulk; Berths: 2; Length: 700 ft.; Depth 35 ft.; Rail Service; Can accommodate one ship and one barge; One 35 ton breakbulk crane. (American); Processes spent catalyst & recovering metals in the catalyst. Catalyst comes from sulphur and crude oil.

Bass Enterprises Production Co.: Private; Cargo: Crude oil; Berths: 2 - (1) Loading Dock, Point ala Hache; Length: 200 ft.; Depth: 25-30 ft.; (2) Cox Bay: Length: 500 ft.; Depth: 12-15 ft.

Chevron Oak Point: Cargo: Crude and petroleum products; Berths: 1; Length: 250 ft.; Depth: 40 ft.; Rail Service; Product handled over wharf, organic chemical compounds used in the blending of lubricating oils for transportation & industrial related equipment; Loading/unloading facilities for tank cars, tank trucks, container trucks, drums; Product storage: 8 to 10 million gallons. 44 ft. x 110 ft. structure with 5-8 ft. marine loading arms. Handles barges from 180 ft. to 250 ft. long. Can handle 5 separate materials at one time.

Chevron Pipe Line Co. (Cal-Ky Div.): Private; Cargo: Landing for crew-boat, receipt of supplies such as diesel, lubricating oil & water for station consumption; Length: 60 ft.; Depth: 10 ft.; One 2-ton electric mast & boom derrick/20 ft.

Chevron Pipe Line Co. (Empire Barge Wharf): Private; Cargo: Crude Oil; Length: 500 ft.; Depth: 25 ft.; Two 6" swivel-jointed pipeline loading arms.

Conoco, Inc.: Private; Cargo: Oil and gas drilling & production materials and equipment; Slip #1 on Tiger Pass; Length: 900 ft.; Depth: 10-18 ft.; Highway and trucking access; 20 ft. by 40 ft. storage warehouse.

Teco Bulk Terminal: Cargo: coal, phosphate, grain; Berths: 3; Length: 3,000 ft. of continuous dock; Depth: 55-80 ft.; Annual throughput capacity of more than 25 million tons, first major terminal on the river, operating 24 hrs. per day, 7 days per week, 360 days per year; Fleet available for 450 river barges. Full-service terminal for cargo transfer, ground storage, blending, sizing, crushing and sampling of coal and coke. Provides discharge of ocean vessels & transfer to phosphate or grain products to river barges; and direct transfer for bulk commodities from barge to ships.

Freeport Sulphur Company: Vacant; Cargo: Sulphur; Berths: 5; Length: 2,200 ft.; Depth: 40 ft.; Rail Service; Company has three liquid loading/unloading positions with rates of 2,500 long tons/hr. For ships or 700 long tons/hr. for barges. Solid loading system consists of conveyor system for solid bins to river shiploader at 400 long ton/hr. rate. Sulphur handling facilities cover a 265 acre area. Storage capacities are 108,000 long tons of liquid and 750,000 long tons of solid storage. Liquid processing includes filtration & blending to specifications, and solidifying & melting as required for inventory.

Halliburton Services: Private; Cargo: Drilling mud, chemicals, portable water; Length: 400 ft. in Tiger Pass and 400 ft. inside slip; 40-ton crane alongside Halliburton-McDermott Slip side.

HSPV, L.L.C.: Cargo: Grain; Berths: 1; Length: 540 ft. to 982 ft.; Depth: 50 ft.; Rail Service; Storage of 6.1 million bushels.

International Marine Terminal: Berths: 2 for ships, 1 for gulf barge; Storage: 750,000 sq.ft. open ground storage.

Marathon Oil Co.: Private; Cargo: Coordination and supply point for off-shore drilling and production areas; Length: 500 ft. along Canal #2; Depth: 17-24 ft.; 15-ton hydraulic crane.

Marathon Petroleum Co. (Venice Terminal): Private; Cargo: Crude oil by tanker; Length: 1,000 ft.; Depth: 40 ft.; Three 12" swivel-jointed pipeline loading arms.

Shell Offshore, Inc.: Private; Cargo: Oilfield supplies and equipment for offshore drilling and production operations; Length: 1,000 ft.; Depth: 9 ft.- 15 ft.; Heliport area of 3.97 acres with 5 landing pads, 8 helicopter capacity.

Stolthaven Braithwaite Terminal: Cargo: Breakbulk; Truck Racks: 6; Rail Racks: 4, Docks: Ships (2), Length: 576 ft. Depth 40 ft. each; Barge (1), 300 ft. Depth 14 ft.; Storage Tanks: 80; Capacity: 1,626,000 barrels.

Texaco Pipeline Co.: (Pilottown crew boat dock): Private; Landing for crew, supplies & equipment; Length: 80 ft.; Depth: 8 ft.; Two 2-ton hand operated traveling hoists/15 ft. reach; one on wharf extending to building at rear, one on upper pier.

Tosco Refining Company, Alliance Refinery: Cargo: Petroleum products, crude, etc.; Berths: 2; Length: 1,205 ft.; Depth: 40+ft.; Rail Service; Berth from 280 ft. to 1,205 ft. Can accommodate one tanker and one L.P.G.; 51 storage tanks with total capacity of 6.8 million barrels; 11 pressure spheres with total capacity of 400,000 barrels.

Rescue/Patrol/Fire Boats: M/V AUTHORITY I located Mile 75.6

RDB: M/V AUTHORITY II located Mile 10.5 RDB

Communications: VHF Channels 12, 16, 22, 67; All other port services provided by private industry.

Anchorage: 12 Mile: 79.0-80.8 RDB; Augusta: 72.0-71.4 RDB; Wills Point: 67.5-66.4 LDB; Davant: 54.5-53.5 LDB; Port Sulphur: 39.7-37.5 LDB; Boothville: 18.4-12.2 RDB; Belle Chasse: 75.2-73.1 RDB; Cedar Grove 71.2-70.6 RDB; Alliance: 65.8-63.2 RDB; Magnolia: 47.5-45.8 RDB; Ostrica: 24.4-23.5 RDB; Pilottown: 6.7-1.5 RDB.

Coal Facilities:Dockside (Midstream): 72.7 RDB; Fleeting Area: 73.0-71.5 RDB; International Marine Terminal (Landside): 57.0 RDB; International Marine Terminal (Fleeting Area): 58.0-56.0 RDB; Electro Coal Transfer (Landside): 55.2 LDB; Electro-Coal Transfer (Fleeting Area): 56.0-55.2 LDB; 55.0-52.5 LDB.

MAIN CHANNEL DEPTH: 45 ft. (Mississippi River) 36 ft. (Mississippi River Gulf Outlet and Inner Harbor Navigation Canal)

CRUISE TERMINALS & FACILITIES

Julia Street Cruise Ship Terminal, Berths 1 and 2: River Location: 95.3 AHP, East Bsnk; Port-Owned; 2,600 ft. water frontage; 54,801 sq.ft. terminal at Berth 1; 26,636 sq.ft. terminal at Berth 2; air-conditioned gangway at Berth 1; covered drive-in, drop-off and pick-up areas; secured passenger parking lot (more than 200 vehicles); Project Depth: 30 ft.

CARGO TERMINALS & FACILITIES

Henry Clay Avenue Wharf: River Location: 101.1 AHP; East Bank Port-Owned; Operator: P & O Port of Louisiana, Inc.; Palletized, containerized & breakbulk cargoes; Berths: 1; Length: 842 ft.; Project Depth 38 ft.; Rail service; 62-ft. wide front apron; 95,000 sq.ft. shed; 170,858 sq.ft. open area; 154,125 sq.ft. open on land side; Public Belt RR rear apron.

Nashville Avenue Wharf ■A: River Location: 100.6 AHP, East Bank; Port-Owned; Operator: P & O Ports of Louisiana, Inc.; Palletized, containerized & breakbulk cargoes; Berths: 5; Length: 2,759 ft.; Project Depth: 35 ft.; Rail service; 756,000 sq.ft. shed; adjacent to 2,673,924 sq.ft. of open storage; 62 ft. wide apron.

Nashville Avenue ■B: River Location: 100.1 AHP, East Bank; Port-Owned; Operator: P & O Ports of Louisiana, Inc.; Berths: 3; Length: 1,785 ft. +470 ft.; Project Depth: 35 ft.; Rail service; 141,000 sq.ft. shed; Adjacent to 2 multi-purpose cranes: 40/70-ton capacity; adjacent to 2,673,924 sq.ft. of open storage; capability for 50-ft. gauge cranes; 100 ft. wide front apron; Public Belt RR serves two surface tracks front apron and one recessed platform-level track along rear apron with truck service.

Nashville Avenue ■C: River Location: 99.8 AHP; East Bank Port-Owned; Operator: P&O Ports of Louisiana, Inc.; 3 Berths; Project Depth: 35 ft.; Adjacent to 2 multi-purpose cranes; 40/70-ton capacity; Length: 1,658 ft.; 179,500 sq.ft. shed; 100 ft. wide apron; Public Belt RR serves two surface tracks from apron and one recessed platform-level track along rear apron with truck service; adjacent to 2,673,924 sq.ft. of open storage.

Napoleon Container Terminal: River Location: 99.5 AHP, East Bank; Port-Owned; Operators: Ceres Gulf and P&O Ports of Louisiana; Berths: 2; Length: 1,000 ft. each; Marshalling area: 48 acres; four multipurpose gantry cranes; 6 rubber tire gantry cranes; Reefer capacity: 192 units.

Napoleon Avenue ■C: River Locations: 99.4 AHP, East Bank; Port-Owned; Operator: Stevedoring Service of America; Steel & breakbulk cargoes; Berths: 2; Length: 1,000 ft.; Project Depth: 35 ft.; Rail service; 199,859 sq.ft. shed; 43 ft. wide apron; adjacent to 658,367 sq.ft. of open storage, Dual tracks on front apron, Direct discharge to rail/truck, Serviced by Public Belt RR.

Napoleon Avenue ■C•Lower Open: River Location: 99.2 AHP, East Bank; Port-Owned; Operator: Stevedoring Services of America; Steel, breakbulk & containerized cargoes; Berths: used in conjunction with shed; Length: 375 ft.; Project Depth: 35 ft.; Rail service; Good truck access; 118,420 sq.ft. open area; 36,300 sq.ft. paved area land side.

Milan Street Wharf: River Location: 99.0 AHP, East Bank; Port-Owned; Operator: Stevedoring Services of America; Length: 767 ft.; 1,263 ft.; Project Depth: 35 ft.; Rail service; 107,081 sq.ft. shed area; 231.5 ft. wide front apron; discharge to rail or truck; 65,000 sq.ft. paved open area on landside; 269,352 sq.ft. open wharf area.

Louisiana Avenue Wharf: River Location: 98.5 AHP, East Bank; Port-Owned; Operator: Coastal Cargo; Palletized, containerized & breakbulk cargoes; Berths: 2; Length: 1,590 ft.; Project Depth: 35 ft.; Rail service; Louisiana Avenue ■F•; 178,360 sq.ft.; 1,590 ft. water frontage; 92,486 sq.ft. paved backup area at ■F•; 1,221,243 sq.ft. open area on landside of shed.

Harmony Street Wharf: River Location: 97.9 AHP, East Bank; Port-Owned; Operator: Coastal Cargo; Steel is primary cargo; Berths: 2; Length: 1,289 ft.; Project Depth: 35 ft.; Rail Service; 125,653 sq.ft. shed; 49 ft. wide front apron; 114,380 sq.ft. open area; serviced by Public Belt RR front/rear aprons; two truck loading areas in rear.

Seventh Street Wharf: River Location: 97.8 AHP, East Bank; Port-Owned; Operator: Coastal Cargo; Steel, Palletized, breakbulk cargoes; Berths: 2; Length: 1,196 ft.; Project Depth: 35 ft.; Rail service; 119,280 sq.ft. shed; 50 ft. wide front apron; 134,911 sq.ft. open area; serviced by Public Belt RR; front apron; good truck access.

First Street Wharf: River Location: 97.3 AHP, East Bank Port-Owned; Empire Stevedoring (LA), Inc.; Palletized, containerized & breakbulk cargoes; Berths: 2; Length: 1,275 ft. water frontage; Project Depth: 35 ft.; Rail service; 140,655 sq.ft. shed; 50 ft. wide front apron; 99,440 sq.ft. open area; serviced by Public Belt RR, front/rear apron.

Governor Nicholls Street Wharf: River Location: 94.4 AHP, East Bank; Port-Owned; Conventional and containerized general cargo; Berths: 2; Length: 1,210 ft.; Project Depth: 40 ft.; Rail service; 30 ft. wide apron; 156,617 sq.ft. shed; 37,694 sq.ft. open wharf area; 850 pounds per sq.ft. capacity deck/truck loading area in rear; Public Belt RR serves rear apron.

Esplanade Avenue Wharf: River Location: 94.2 AHP, East Bank; Port-Owned; Operator: Unassigned facility (used as cargo transit shed); Conventional and containerized general cargo; Berths: 1; Length: 584 ft.; Project Depth: 35 ft.; Rail service; 99,031 sq.ft. shed; 11,681 sq.ft. front apron; 18,520 sq.ft. rear apron; Public Belt RR services rear apron with two platform level tracks along paved roadway at rear of transit shed.

Mandeville Street Wharf: River location: 94.1 AHP, East Bank; Port-Owned; Used as Lash Mother Berth; Length: 1,121 ft.; Project Depth: 35 ft.; Rail service; 146,035 sq.ft. shed; 22,682 sq.ft. front apron; 33,779 sq.ft. rear apron; Public Belt RR serves rear apron with one platform-level track along paved roadway at rear of transit shed.

Poland Avenue Street Wharf, Berths 4 & 5: River Location: 93.0 AHP East Bank; Port-Owned; Conventional and containerized general cargo; Berths: 2; Length: 932 ft.; Project Depth: 35 ft.; 84,328 sq.ft. shed; 96,257 sq.ft. open area; 35 ft. wide front apron; Public Belt RR front and rear aprons; direct discharge to rail or truck.

Alabo Street Wharf: River Location 91.9 AHP, East Bank Port-Owned; Operator: Pacorini USA, Inc.; Conventional & Containerized general cargo; Berths: 2; Length: 1,313 ft.; Project Depth: 36 ft.; 182,821 sq.ft. open area; Norfolk Southern RR front and rear aprons; direct discharge to rail to truck; 207,849 sq.ft., marshalling area; 81 ft. wide front apron.

Perry Street Wharf: River Location: 95.8 AHP, West Bank; Port-Owned; Berths: 2; Length: 1,009 ft.; Project Depth: 50 ft.; Rail service; 160,000 sq.ft. shed; 14,734 sq.ft. open wharf; 30,300 sq.ft. rear apron; Union Pacific RR Co. serves rear apron platform level.

France Road Container Terminal Berth 1: Located on the Industrial Canal; Port-Owned; Operator: Maersk Sea-Land Service, Inc.; Containerized cargo; Berths: 1; Length: 830 ft.; Project Depth: 30-33 ft.; Rail service; 34.6 acre site; 147 ft. wide wharf; 2.6 million sq.ft. marshalling area; 67,019 sq.ft. shed; 44 truck & rail bays at shed; 160 reefer jacks; one 30-ton and one 33.5 ton container cranes owned by Maersk Sea-Land.

France Road Container Terminal Berth 4: Located on the Industrial Canal; Port-Owned; Berths: 1; Length: 700 ft.; Project Depth: 30-33 ft.; Rail Service: 120 ft. wide wharf; 1.3 million sq.ft. marshalling area.

France Road Container Terminal Berth 5: Located on the Industrial Canal; Port-Owned; Berths: 2; Length: 1,700 ft.; Project Depth: 30-33 ft.; Rail Service; 131,200 sq.ft. in two consolidation sheds; 2.1 million sq.ft. marshalling area; 60 reefer jacks; Nitrogen chill system; Ro/Ro ramp for Class A & B ships.

Jourdan Road Terminal: (Mississippi River Gulf Outlet): Port-Owned; Operator: New Orleans Cold Storage; Berths: 3; Length: 1,400 ft.; Project Depth: 33 ft.; Located 65 miles from Gulf of Mexico via Mississippi River Gulf Outlet; Overall Storage Capacity: 55 million lbs.; Daily freezing capacity: 800,000 lbs. Of fresh products. ■Super-Blast• freezing systems capable of freezing meat products of 0 F within 24-hours; Direct loading access of breakbulk vessels; 200 X 800 ft. warehouse, with average ceiling height of 25 ft.

OTHER PORT-OWNED BUSINESSES, SERVICES AND FACILITIES

Industrial Real Estate: 650 acres, primarily located adjacent to Inner Harbor Navigation Canal and other sites within the Port's Jurisdiction.

OTHER PORT AREA SERVICES

Bunkers/Fuel; Chandlery; Cold Storage; Crane Maint./Repair; Dry Dock; Environmental/Waste Services; Marine Equip./Supplies; Oil Spill Response; Shipyard/Ship Repair; Towing & Tug Services; Warehousing - Bonded; SILO-CAF: bulk coffee storage & Blending Facility; bagging & drumming; container & chassis repair; heavy lift; pilots; ship cleaning & fumigation.

PORT OF SOUTH LOUISIANA
171 Belle Terre Blvd., P.O. Box 909, LaPlace LA 70069-0909 USA
Tel: 985-652-9278 Fax: 985-652-9518
Info@portsl.com www.portsl.com

LOCATION:

The Port of South Louisiana, which stretches 54 miles along the Mississippi River, is the largest tonnage port in the Western Hemisphere and ranks third in the world. It handled over 245 million tons of cargo in 2000, brought to its terminals by vessel, barge, rail, and truck.

ORGANIZATION:

The Port of South Louisiana is governed by a board of seven Commissioners.

PORT COMMISSIONERS

Joey Murray, President; Shelia Bonnette, Executive Vice President; Gregory Gravois, Vice President; Louis Joseph, Vice President; Bill Hubbard; Treasurer; Jay Robert, Vice President; Lawrence Jackson, Secretary

PORT DIRECTOR

Joel T. Chaisson, Executive Director

PRIMARY CARGOES (by type)

Inbound: crude, petroleum products and ores

Outbound: corn, animal feed, wheat and soybean

OVERALL ANNUAL TONNAGE: 247,000,000 short tons

REVENUES (2002):

Gross Operating Revenue	\$8,209,253
Tax and Other Revenues	\$366,106
TOTAL GROSS REVENUES	\$8,575,359

TOTAL EMPLOYEES: 59

MAIN CHANNEL DEPTH: 45 ft.

CARGO TERMINALS & FACILITIES

Globalplex Intermodal Terminal: (PORT TERMINAL #8)

Depth:50 ft. Length: (1) 660 x 205 ft. general cargo dock, 770 ft. from dolphin to dolphin, 880 ft. total berth and (1) 570 x 44 ft. bulk handling dock, both with mooring buoys to accommodate Panamax vessels, Location: River Mile 138.0; Rail Service by Canadian National/Illinois Central and Kansas City Southern; Equipment: (2) 2250 Manitowoc Cranes certified at 150-ton lift

capacity, 1200 tons/hr. shiploader, 2500 tons/hr. bulk commodities conveyor system, 800 tons/hr. Carlsen ship unloader, cranes, dozers, loaders and other equipment as needed; 300,000 sq.ft. of covered storage facilities including (1) 50,000 sq.ft. transit shed/warehouse and 177,000 sq.ft. of newly-constructed paved open storage; (1) 71,000 sq.ft. transit shed; 200 acres available for open storage or warehousing & manufacturing development; 9 acres paved open storage, two 50,000-ton storage domes for cement; certified tank weigh scale.

ADM/GROWMARK/RESERVE (PORT TERMINAL #1): Reserve Grain Elevator; Depth: 50 ft.; Berths: 1; Rail: Canadian National/Illinois Central; River Mile 139.2

MFP St. Elmo: (PORT TERMINAL #2): St. Elmo Terminal; Berths: 1; Length: 984 ft. dolphin to dolphin; Depth: 45 ft.; Location: River Mile 150.5; Rail Service: Canadian National/Illinois Central

ADM/Growmark/Destrehan (PORT TERMINAL #3): Berths: 1; Length: 800 ft.; Depth: 40 ft.; Location: River Mile 120.6; Rail Service: Canadian National/Illinois Central

Kinder Morgan Marine Gramercy: Berths: 1; Length: 850 ft. (barge dock); Depth: 15 ft.; River Mile 144.9; Rail: Canadian National/Illinois Central

ADM/Growmark/AMA: Berths: 1; Length: 585 ft.; Depth: 50 ft.; Location: River Mile 117; Rail Service: Southern Pacific, Union Pacific.

Agrico Chemical Co.: Berths: 1 ship dock 2 barge docks; Length: Ship Dock/625 ft., Barge Docks/300 ft. ea.; Depth: 40 ft.; River Mile 160.3; Rail Service: CN/Illinois Central

Agrico Chemical Co.: Berths: 1 Ship, 1 barge; Length: 880 ft.; Depth: 40 ft.; Location: River Mile 167; Rail Service.

Bayou Steel Corp.: Berths: 1; Length: 300 ft. w/dolphin; Depth: 40 ft.; Location: River Mile 132.25; Rail: CN/Illinois Central.

Bunge Corp.: Berths: 1; Length: 470 ft.; Depth: 45 ft.; River Mile 120; Rail: CN/Illinois Central.

Cargill Terre Haute: Berths: 2; Length: (1) 735 ft., (1) 892 ft.; Depth: 48 ft.; River Mile 139.4; Rail: CN/Illinois Central; Kansas City Southern.

Colonial Sugars Inc.: Berths: 2; Length: 363 ft.; Depth: 42 ft.; Location: River Mile 147; Rail: CN/Illinois Central; Kansas City Southern

Dravo Basic Materials: Depth: 44 ft.; Location: River Mile 164.4.

Gramercy Alumina: Berths: 3; Length: (1) 150 ft. with dolphins; (1) 875 ft. with dolphins; (1) 118 ft. with plats; Depth: 60 ft.; Location River Mile 145.3; Rail Service: Canadian National/Illinois Central, Kansas City Southern.

Eagle Asphat: Berths: 1; Length: 500 ft.; Depth: 30 ft.; River Mile 167.9.

St. James Stevedoring: Berths: 2; Length: 1,800 ft. midstream; Location: River Mile 166.

Weber Marine Inc.: Midstream Operation; Location: River Mile 167; Rail Service: Canadian National/Illinois Central.

ZEN/NOH Grain Corp.: Berths: 1; Length: 1,189 ft.; Depth: 50 ft.; Location: River Mile 163.7; Rail Service Canadian National/Illinois Central.

Occidental Chemical Corp. (Port Terminal #4): Berths: 1; Length: 740 ft.; Depth: 40 ft.; River Mile 161.4; Rail: CN/Illinois Central.

Occidental Chemical Corp. (Port Terminal #5): Berths: 1; Length 410 ft. w/dolphins; Depth: 50 ft.; River Mile 128.8; Rail: Union Pacific.

Capline Terminal: Berths: 4; Length: Two 1,100 ft., One Floating Barge, One 800 ft.; Depth: 40 ft.; Location: River Mile 159.9.

Chevron Chemical Co.: Berths: 1; Length: 200 ft. for barges; Location: River Mile 166.5.

E.I. Dupont De Nemours: Berths: 2; Length: 825 ft. 400 ft.; Depth: 40 ft.; Location River Mile 135.7.

Ergon/St. James Inc.: Berths: 2; Length: 1,225 ft.; Depth: 40 ft.; Location: River Mile 160.7.

International Matex Tank Terminals: Berths: 11; Lengths: Up to 900 ft.; Depth: 45 ft.; Location: River Mile 118; Rail Service: Canadian National/Illinois Central.

Koch Gathering Systems Inc.: Berths: 3; Length: (2) 760 ft. ea. (1) 320 ft.; Depth: 35 ft.; Location: River Mile 159.8.

Marathon Oil Co.: Berths: 5; Length: 1,000 ft. each; Depth: 45 ft.; Location: River Mile 140; Rail Service: Canadian National/Illinois Central; Kansas City Southern.

Monsanto Co.: Berths: 3; Length: 1,202; Depth: 25/30 ft.; Location River Mile 120; Rail Service: Union Pacific and Southern Pacific.

Petroleum Fuel & Terminal Co.: Berths: 3; Length: two 50 ft. x 300 ft. for barges and one 940 ft. for barges & ships; Depth: 50 ft.; River Mile 144.6.

Motiva Enterprises: Berths: 3; Length: (2) 750 ft., (1) 900 ft.; Depth: 45/90 ft.; River Mile 126; Rail: CN/Illinois Central and Kansas City Southern.

Motiva Enterprises: Berths: 2; Length: 1,710; Depth: 40 ft.; Location: River Mile 168.1; Rail Service: Canadian National/Illinois Central.

Valero Refining: Berths: 2; Length: (1) 423 ft. (1) 480 ft.; Depth: 25 ft.; River Mile 125; Rail: Canadian National/Illinois Central; Kansas City Southern DOW - St. Charles Operations: Berths: 1; Length: 725 ft.; Depth: 30 ft.; River Mile 127.3; Rail: Union Pacific.

U.S. Department of Energy Strategic Petroleum Reserve: Berths: 2; Length: 940 ft. each; Depth: 57 ft.; Location: River Mile 158.7.

Other port owned properties: St. John the Baptist Parish -130 acres; St. James Parish – 171 acres with batture.

ST. BERNARD PORT, HARBOR AND TERMINAL DISTRICT
P.O. BOX 1331, CHALMETTE LA 70044-1331
Tel: 504-277-8418 Fax: 504- 277-8471
rscafidel@stbernardport.com www.stbernardport.com

LOCATION:

Located at the convergence of three major maritime corridors (the Mississippi River, the Mississippi River Gulf Outlet and the Gulf Intercoastal Waterway), the Port of St. Bernard, a landlord port, provides a strategic location for expanding logistics and manufacturing operations. Created by legislative authority in 1960 as an independent political entity, the port is located on the east bank of the Mississippi River between mile markers 81.5 and 91.5 and encompasses more than 200 acres of a Kaiser Aluminum plant that closed in 1983.

ORGANIZATION:

The St. Bernard Port, Harbor and Terminal District, created as a public corporation and political subdivision of the State of Louisiana under the authority of Section 31 of Article XIV of the Constitution of the State of Louisiana for the year 1921, as amended, shall have territorial limits coextensive with the Parish of St. Bernard. The territorial limits and territorial jurisdiction of said district shall be the territory, including all lands, waterways, rivers, lakes, and navigable bodies comprising and lying within the limits and boundaries of St. Bernard Parish. The Board of Commissioners for the district shall have complete jurisdiction to regulate all domestic, coastwise, and intercoastal commerce and traffic within the district where such is conducted by or a facility wholly owned by the district.

PORT COMMISSIONERS

Appointed. Daniel P. Bourgeois; Elton J. LeBlanc; Clarke L. Lozes; LeRoy J. Phillips; Robert C. Schneida

PORT DIRECTOR

Robert J. Scafidel, Executive Director

PRIMARY CARGOES

Inbound: Steel products, dry bulk, project cargo.

Outbound: Steel products, dry bulk, project cargo.

OVERALL ANNUAL TONNAGE 2003: 43,166,900 short tons

REVENUES (2004):

Gross Operating Revenue	\$3,265,749
Tax and Other Revenues	\$4,723,449
TOTAL GROSS REVENUES	\$7,989,198

TOTAL EMPLOYEES: 33

MAIN CHANNEL DEPTH: Slip 36 ft.; River moorings: 45+ ft.

CRUISE TERMINALS & FACILITIES

Dedicated dock for Paddlewheel cruiser to deliver visitors to National Park.

CARGO TERMINALS & FACILITIES

Arabi Terminal - Dock #2: Cargo: General Breakbulk; Berths: 3; Length: 1,500 ft.; Width: 150 ft.; Depth: Minimum 36 ft.; Transit Shed: 119,260 sq.ft.; Open Deck: 168,510 sq.ft.; Dockside Rail Service; Slip is cut into the East Bank of the Mississippi River at mile 90.5 ahp.

Arabi Terminal - Dock #1: Cargo: Bulk, Breakbulk; Berths: 3; Length: 1,300; Width: 150 ft.; Depth: Minimum 36 ft.; Transit Shed: 30,000 sq.ft.; Open deck: 162,500 sq.ft.; Dockside Rail Service; Slip is cut into the East Bank of the Mississippi River at mile 90.5 ahp.

Arabi Terminal Industrial Park: 120 Acre Industrial Park; 16 acre Metal Fab. Facility; 30 acres of available land for lease; 40,000 sq.ft. transit shed.

Mooring Dolphins: Upriver from the Arabi Terminal Slip entrance. Capable of handling vessels up to 750 ft. Maintain Deep Draft 44 plus ft. alongside this steel and concrete instream platform.

Chalmette Terminal & Industrial Park: 216 acres of land with 300,000 sq.ft. of leased warehouse and manufacturing space.

Chalmette Mid-Stream Mooring Facility: Deep Draft Buoy System at mile marker 89.5 on the Mississippi River. Facility handles Bulk and Breakbulk commodities.

OTHER PORT-OWNED BUSINESSES, SERVICES AND FACILITIES

Tour Boat Dock; fleeting area; Chalmette Mid-Stream Mooring deep draft Bulk/Breakbulk handling.

OTHER PORT AREA SERVICES

60 acres undeveloped on the Mississippi River; 1,000 acres undeveloped on Mississippi River Gulf Outlet (MRGO). Bunkers/Fuel; Truck Crane; Waste and Environmental Services; Oil Spill Response; Launch Boat Service; Towing/Tug Services; Bagging operation; Heavy-lift; dry bulk storage; 24/7 Security.

COASTAL PORTS

ABBEVILLE HARBOR & TERMINAL DISTRICT

P.O. Box 1410, Abbeville LA 70511-1410

Tel: 337-893-9465 Fax: 337-898-0751

ahtd2@bellsouth.net

LOCATION:

Main Office – 124 North State Street, Abbeville, Louisiana

Port Facilities – 8 Miles south of Abbeville on the West Bank of the Vermilion River and 8 miles north of the GIWW and Freshwater Bayou

Access is via FWB and GIWW with a controlling depth of 12 feet.

ORGANIZATION:

The Port of Vermilion is a development of, and operated by The Abbeville Harbor and Terminal District. The District is a local political subdivision of the State of Louisiana governed by a six member Board of Commissioners, that serve without compensation, charged with regulating matters relating to commerce, navigation and traffic in the best interest of the Public.

PORT COMMISSIONERS

Carlton Campbell, Tim Creswell, Wayne LeBleu, Gerald Libersat, James Noel, Bud Zaunbracher

PORT DIRECTOR

Jay Campbell, Executive Director

PRIMARY CARGOES

Inbound: Oilfield Deck, Jacket and Piping. Offshore Living Quarters, USCG approved Modules, Salvage and refurbishment of Offshore Decks and jackets.

Outbound: Same

OVERALL ANNUAL TONNAGE 2003:

District wide 4.5 million tons

REVENUES (2002):

Gross Operating Revenue	\$ 239,178.00
Tax and Other Revenues	333,164.00
TOTAL GROSS REVENUES	\$ 572,342.00

TOTAL EMPLOYEES:

2 Permanent District employees

800 Port of Vermilion Employees at Port Industries

MAIN CHANNEL DEPTH:

12 foot controlling depth

CRUISE TERMINALS & FACILITIES

N/A

CARGO TERMINALS & FACILITIES

Privately operated in Intracoastal City, Freshwater City and Port of Vermilion

OTHER PORT-OWNED BUSINESSES, SERVICES AND FACILITIES

Freshwater Bayou By-Pass Navigation Control structure at southern terminus of Freshwater Bayou to The Gulf Of Mexico. This structure was constructed for large scale projects too wide to utilize COE lock facility.

Intracoastal City Public Boat Launch for fishing and pleasure craft.

OTHER PORT AREA SERVICES

United States Coast Guard Cutter Pelican located at The Port of Vermilion.

GREATER LAFOURCHE PORT COMMISSION
www.portfourchon.com

Administrative Office

Physical Address: 16829 East Main Street, Galliano, LA 70354
Mailing Address: P.O. Drawer 490, Galliano, LA 70354
Phone: (985) 632-6701
Fax: (985) 632-6703

Operations Center (Port Fourchon)

Physical Address: 108 A. O. Rappelet Road, Port Fourchon, LA 70357
Mailing Address: P. O. Drawer 490, Galliano, LA 70354
Phone: (985) 396-2757
Fax: (985) 396-2596

South Lafourche Leonard Miller, Jr. Airport

Physical Address: 551 Airport Road, Galliano, LA 70354
Mailing Address: P. O. Drawer 490, Galliano, LA 70354
Phone: (985) 475-6701
Fax: (985) 475-5050

LOCATION:

Port Fourchon is located on the Gulf of Mexico about a mile and a half inland via Belle Pass. It can be accessed via Louisiana Highway 1, and it is serviced by Bayou Lafourche, which connects to the Gulf Intracoastal Waterway approximately 37 miles north of Port Fourchon.

ORGANIZATION:

The Greater Lafourche Port Commission was created by Act 222 of the Louisiana Legislature in 1960, through the vision of the late Senator A.O. Rappelet. It is tasked with regulating waterborne trade and commerce within its area of jurisdiction, which is the tenth ward of Lafourche Parish, stretching from the Intracoastal Canal in Larose down to the southern limits of Lafourche Parish. The Port Commission is a 9-member elected commission, the only elected Port Commission in the entire state of Louisiana. The seats are at-large, meaning there is no specific district associated with any of them. All 9 seats come up for re-election at the same time, every six years.

PORT COMMISSIONERS

The Greater Lafourche Port Commission serves 6-year terms. The next election is slated for 2006, with the new board taking office in January of 2007. The Commission elects officers among themselves every 3 years to serve 3-year terms. The current board and officers are:

Donald Vizier, Seat D, President

Jimmy Lafont, Seat C, Vice-President
Harry Cheramie, Seat B, Secretary
John J. Melancon, Sr., Seat G, Treasurer
Harris "Chuckie" Cheramie, Jr., Seat A
Wilbert Collins, Sr., Seat E
Larry Griffin, Seat F
Jimmie "Beau" Martin, Seat H
Ervin Bruce, Seat I

PORT STAFF

Ted M. Falgout, Executive Director	tedf@portfourchon.com
Davie J. Breaux, Director of Operations	davieb@portfourchon.com
James P. Rome, Director of Finance and Administration	jamesr@portfourchon.com
Frank Terrebonne, Director of Port Security	chief@portfourchon.com
Bryce Autin, General Counsel	brycea@portfourchon.com

PRIMARY CARGOES

Port Fourchon supports the offshore oil and gas business. All equipment, supplies, personnel, and services needed to sustain the thriving oil and gas industry in the Gulf of Mexico must traverse through Port Fourchon, typically via an inland mode of transportation (truck or inland waterway barge) to Port Fourchon to be offloaded to an offshore mode of transportation (supply vessel or helicopter). Primary cargoes for the support of this offshore industry include drilling fluids, fluid, water, pipe, equipment, personnel, and services. All products that are used or no longer needed offshore are then shipped to Fourchon for transportation via highway and inland waterway to their proper storage or disposal sites.

OVERALL ANNUAL TONNAGE 2005: 21,860,805 tons

Total Tonnage = Breakbulk 14,646,739 tons and Liquid Bulk 7,214,066 tons

REVENUES (2005):

Gross Operating Revenue	\$ 11, 651, 806.35
Tax and Other Revenues	\$ 1,817, 768.18
TOTAL GROSS REVENUES	\$ 13, 469, 574.53

TOTAL EMPLOYEES: 37

MAIN CHANNEL DEPTH: 27' MLLW

CARGO TERMINALS & FACILITIES

The Port Commission does not own or maintain any terminals or facilities. We are a landlord port who insures that basic development infrastructure is maintained and improved (highways, waterways, utilities, etc.), but then private investors develop, maintain, and operate the individual facilities to service the industry. We have over 50

state of the art facilities in Port Fourchon, uniquely positioned to service the offshore oil and gas industry.

OTHER PORT-OWNED FACILITIES AND SERVICES

Nearby Collins Fishermen's Marina for free mooring and electricity to service the commercial fishing population.

Oilfield Service Dock provides free docking for oilfield vessel not on contract.

Irvin P. Melancon Recreational Boat Launch provides free launching and parking services to the recreational fisherman.

The Port Commission owns the South Lafourche Leonard Miller, Jr. Airport in Galliano, Louisiana. This general aviation airport sits on 359 acres and is surrounded by 1,200 acres of commission-owned property slated for industrial development. Its close proximity to Fourchon makes it the airport of choice for aviation-related businesses as well as companies in support of oil and gas activities ongoing at Port Fourchon. The airport is under aggressive expansion as well, with plans for a 6,500-foot runway with a full parallel taxiway to accommodate large jet aircraft.

MERMENTAU RIVER HARBOR AND TERMINAL DISTRICT
P.O. Box 1305, Crowley LA 70527-1305
Tel: 337-785-1000 Fax: 337-785-2000
stbroussard@la.gov

LOCATION:

One mile north of Hwy 90 and one mile east of the Village of Mermentau on the Mermentau River

ORGANIZATION:

Mermentau River Harbor and Terminal District is a political subdivision of the state of Louisiana, and its territorial limits extend to the limits of Ward 5 of Acadia Parish

PORT COMMISSIONERS

Stephen Broussard, President
P.O. Box 292
Estherwood, LA 70534

Robert Dale Thibodeaux, Vice President
646 W. Midland Ave.
Midland, LA 70557

Kate T. Bangle, Secretary-Treasurer
P.O. Box 136
Mermentau, LA 70556

Karlon Thibodeaux
P.O. Box 359
Esterwood, LA 70534

Donlean Gary
P.O. Box 104
Morse, LA 70559

Keith Henry
1174 Lafosse Road
Morse, LA 70559

PORT DIRECTOR

Stephen Broussard
P.O. Box 292
Estherwood, LA 70534
W (337) 721-4100
H (337) 721-4104
C (337) 581-3369
E-mail stbroussard@la.gov

PRIMARY CARGOES

Inbound: Aggregates, Fertilizer
Outbound: Grain (rice, soybeans)

OVERALL ANNUAL TONNAGE 2003:

342,200 tons

REVENUES (2002):

Gross Operating Revenue	\$42,207.96
Tax and Other Revenues	50,308.40
TOTAL GROSS REVENUES	\$92,516.36

TOTAL EMPLOYEES:

One part time Bookkeeper

MAIN CHANNEL DEPTH:

15 feet

CRUISE TERMINALS & FACILITIES

None

CARGO TERMINALS & FACILITIES

None

OTHER PORT-OWNED BUSINESSES, SERVICES AND FACILITIES

Slip, Service road and 12 acres of land

OTHER PORT AREA SERVICES

MORGAN CITY PORT HARBOR AND TERMINAL DISTRICT
800 Youngs Road, Morgan City LA 70381
Tel: 985-384-0850 Fax: 985-385-1931
<http://www.portofmc.com>

LOCATION:

The Port of Morgan City is located within the community of Morgan City in St. Mary Parish. The port is near the east bank of the Atchafalaya River in a natural wide and deep harbor known as Berwick Bay. With immediate access to I-49, it is just one hour away from New Orleans, Lafayette and Baton Rouge. Centrally located along the Gulf coast, the Port is only 29 miles from the Gulf of Mexico. The Port of Morgan City has been an avenue of both domestic and international trade since 1957. The Atchafalaya River, the Gulf Intracoastal Waterway, and the Bayous Boeuf, Black, and Chene are the connections to traffic throughout the continental United States and abroad. The Atchafalaya River has its beginnings at the junction of Old River and the Red River in east-central Louisiana. Old River is a short connection between the head of the Atchafalaya and the Mississippi River. The Atchafalaya flows southward a distance of 135 miles and empties into the Atchafalaya Bay.

Traffic between points in the southwest United States and the Upper Mississippi River Valley saves approximately 342 miles per round trip by using the Atchafalaya River and the Port Allen Alternate Route rather than the alternate link of the Intracoastal via the Harvey Locks at New Orleans.

ORGANIZATION:

The Port of Morgan City was created by Act 530 of 1952. Since 1957, it has been active in both domestic and international trade. It is governed by a nine member Board of Commissioners that are appointed by the Governor and serve for a nine year term.

PORT DIRECTOR

Dr. Tim Tregle

MAIN CHANNEL DEPTH: Minimum channel depth is Congressionally authorized from Morgan City to the Gulf and is 20' deep by 400' wide

CRUISE TERMINALS & FACILITIES

CARGO TERMINALS & FACILITIES

Docking: Dock length: 800' with water frontage of 1250' on Bayou Boeuf near its intersection with the Atchafalaya River. The terminal is suitable to handle container, general and bulk cargo.

Intermodal transfer (on dock): Dock side mobile crane capable of lifting a fully loaded (70,000 lb.) 40 foot container. Three forklifts; 5,000lb. 8,000 lb. & 10,000 lbs. for

warehouse and yard use. Container crane 50 tons with 130' boom. Thirty-five ton cherry picker. Forty ton container handler.

Warehouse Storage: 3.75 acres of dock storage on the dock. A 20,000 sq.ft. warehouse with rail access.

Yard Storage: In addition to the 3.75 acres of on-dock storage, about 16 acres of auxiliary yard storage is available.

Inland Transport: Bulk Cargo loading/unloading from/to barge 150-200 tons/hr. Bulk cargo transfer from/to yard from trucks and rail 100-150 tons/hr.

PORT OF IBERIA DISTRICT
P.O. BOX 9986, New Iberia LA 70562-9986
Tel: 337-364-1065 Fax: 337-364-3136
info@portofiberia.com www.portofiberia.com

LOCATION:

Located near the Louisiana coast in Iberia Parish, the Port of Iberia is a 2,000-acre industrial and manufacturing site surrounding a man-made port complex. The port has access to the Gulf Intracoastal Waterway and the Gulf of Mexico through its own Commercial Canal and has access to the Mississippi River through major ports in Baton Rouge and New Orleans.

The port is located along the Commercial Canal approximately 9 miles north of Weeks Bay on the Gulf of Mexico and 4.5 miles southwest of the City of New Iberia. Commercial Canal intersects Gulf Intracoastal Waterway at mile marker 140.5.

ORGANIZATION:

Created by Act 128 of the 1938 Louisiana State Legislature, the Port of Iberia is the oldest shallow draft port in Louisiana. By Act 486 of 1978, the port's limits were expanded to cover most of Iberia Parish and the communities of New Iberia, Jeanerette and Loreauville. The port is governed by a seven member Board of Commissioners who serve a six-year term. The Commissioners are appointed by the Iberia Parish Government as well as the municipalities of New Iberia, Jeanerette and Loreauville.

The Port staff consists of an Executive Director, an Administrative Assistant, a Secretary, a part-time Bookkeeper, and a part-time Dock Supervisor. The majority of the services provided by the Port are by third-party contracts.

PORT COMMISSIONERS

The seven Port Commissioners all serve 6-year terms expiring at the same time. Three appointed by Iberia Parish Government are limited to two full terms.

Commissioner:

Ted Kahn
Frank Minvielle
Mark Dore', President
Michael Resweber, Vice-President
Raymond Bernard, Jr., Secretary-Treasurer
Millie Martinez
Ralph Porvost

PORT DIRECTOR

Roy Pontiff, Executive Director (337) 364-1065 E-mail: royp@portofiberia.com

PORT STAFF

Joanne Durke, Administrative Asst. (337) 364-1065 joannad@portofiberia.com
June Hanna, Secretary (337) 364-1065 june@portofiberia.com
Maxine Latiolais, Bookkeeper (337) 364-1065 maxinel@portofiberia.com
Rory Segura, Dock Supervisor (337) 364-1065

PRIMARY CARGOES

Inbound: Pipe, shell/limestone/barite, steel, oil & gas equipment.

Outbound: Pipe, fabrication/modules, agriculture, oil & gas equipment

OVERALL ANNUAL TONNAGE (2003): (estimates)

Breakbulk: 200,000 Dry Bulk: 500,000 Other: 150,000 (oilfield fabrication).

Import/Export tonnage at the Port of Iberia includes a wide diversity of products and commodities; gas and oil pipe and supplies, agricultural products, fabrication, limestone and aggregates, steel, bulk concrete, barge and vessel construction, and containerized cargo.

REVENUES (2003):

Gross Operating Revenue	\$3,500,000
Tax and Other Revenues	-
TOTAL GROSS REVENUES	\$3,500,000

TOTAL EMPLOYEES: 3 full time
2 part time

MAIN CHANNEL DEPTH: 13 ft.

The Port Channel measures 8 miles in length from the main entrance of the Port to the Gulf Intracoastal Waterway and the Gulf of Mexico. Depth is 13 ft. Width is a minimum of 125 ft. at the bottom and a minimum of 200 ft. at the surface. Congress has authorized a feasibility study for deep-water access.

CARGO TERMINALS & FACILITIES

Port of Iberia Public Dock Terminal: Port-Owned & Operated; Pipe, oilfield fabrication cargoes; Berths: 15; Total Length: 3,000 ft.; Depth: 12-15 ft.; Rail Service: 13,000 linear ft.; offers both long-term and short-term docking services. Facilities include 3000 linear ft. of bulkhead load-out area, stabilized yard, electric power, water, security lighting and fencing, restrooms, parking; over ten miles of roadways access the Port of Iberia. The main thoroughfares are hard-surface, asphalt roads. Long-range plans are for new roads, for additional access roads, and for four-lane thorough-fares in and out of the Port; including access to future Interstate 49 corridor.

OTHER PORT-OWNED BUSINESSES, SERVICES AND FACILITIES:

Total acreage under development at the Port of Iberia is in excess of 2,000 acres; over 4,000 acres of undeveloped land are available at the Port of Iberia and adjacent property; 80,000 linear ft. of developed water frontage at the Port of Iberia.

OTHER PORT AREA SERVICES

Crane Maintenance/Repair; Dry Dock; Environment & Waste Services; Marine Equipment/Supplies; Oil Spill Response/Recovery; Shipyard & Ship Repair; Towing & Tug Services; Warehousing-Bonded.

PORT OF TERREBONNE
Post Office Box 6097
Houma, Louisiana 70361
Tel: 985-873-6428 Fax: 985-873-6795

LOCATION:

The Port of Terrebonne is located on the Houma Navigation Canal less than ½ mile South of the Gulf Intracoastal Waterway with vertical unlimited clearance 30 miles to the Gulf of Mexico. In the community of Houma, Louisiana, the Port is less than one mile from the Houma-Terrebonne Airport and with good arteries to the 4 lane Highway 90.

ORGANIZATION:

The Terrebonne Port is operated by the Terrebonne Port Commission. A political subdivision of the State of Louisiana, the Commission consist of 7 Commissioners who govern the port site, make policy, and have the responsibilities of all the waterways in Terrebonne Parish. They hire a Director to administer the Commissions policies.

PORT COMMISSIONERS

Appointments are for 6-year terms.

President-Joey Cehan, Vice-President-Andrew Blanchard, Secretary/Treasurer-Don Hingle, Commissioners-Bobby Barthel, Gary Landry, Barry Belanger, and Kerry Chauvin

PORT DIRECTOR

Vacant

(985) 873-6428

OTHER PORT AREA SERVICES

The Downtown Marina in Houma, Louisiana is operated by the Terrebonne Port Commission. This marina provides safe harbor for transient recreational vessels traveling the Gulf Intracoastal Waterway. Shore power, water, and sew pump out-dump out.

WEST CALCASIEU PORT
514 W. Napoleon Street, Sulphur LA 70663
Tel: 337-528-4000 Fax: 337-528-4010 337-625-3517
dbpacpa@bellsouth.net

LOCATION: Sulphur, Louisiana

ORGANIZATION: West Calcasieu Port

PORT COMMISSIONERS: Larry Mashburn, Tim Dougherty, Percy Rogers, Kenny Nabours, Larry Currie

PORT DIRECTOR

Vacant

PRIMARY CARGOES

Inbound: Fleeting

Outbound: Fleeting

REVENUES YEAR ENDING 6/30/2003:

Gross Operating Revenue	\$130,000
Tax and Other Revenues	-0-
TOTAL GROSS REVENUES	\$130,000

MAIN CHANNEL DEPTH: 12'

OTHER PORT-OWNED BUSINESSES, SERVICES AND FACILITIES

Lease of port property for commercial and fleeting purposes.

OTHER PORT AREA SERVICES

Devall Diesel Services, Inc.

Devall Enterprises, Inc.

Triple A Construction, Inc.

Tanner Fueling Services

WEST ST. MARY PORT HARBOR AND TERMINAL DISTRICT
P.O. Drawer 601 Franklin LA 70538-0601
Tel: 337-828-3410 Fax: 337-828-3411
portofwsm@cox-internet.com

LOCATION:

The Port of West St. Mary is located on the Central Gulf Coast of Louisiana at Mile Marker 133 on the Gulf Intracoastal Waterway. It is just eighteen miles from the City of Franklin, St. Mary Parish's official seat of government. The complex is off U.S. Highway 90, which connects the Interstate highway system between Lafayette and New Orleans, and all points in the Acadiana region of Louisiana

The channel connecting the port with the Gulf Intracoastal Waterway, is -12 feet NGVD and has a bottom width of 150 feet to accommodate shallow draft shipping needs.

ORGANIZATION:

The Port of West St. Mary is operated by the West St. Mary Port, Harbor and Terminal District in Franklin, Louisiana. It functions under the direction of a Board of Commissioners. This nine member body has the power to regulate the commerce and traffic of the district in a manner that it judges to be in the best public interest. Each Commissioner is appointed for a seven year term.

PORT COMMISSIONERS

David Allain, Randy Battaglio, Albert H. Blevins, Jr., Calvin Deshotel, Merlin Dupre, Fielding Lewis, Owen Mire, Lennel G. Paul, Don Stiel

PORT DIRECTOR

Phil Prejean, Executive Director

PRIMARY CARGOES

Inbound:

Outbound: Fabricated Steel

OVERALL ANNUAL TONNAGE 2003:

REVENUES (2002):

Gross Operating Revenue	\$188,787
Tax and Other Revenues	\$438,069
TOTAL GROSS REVENUES	\$626,856

TOTAL EMPLOYEES: 3 (+ 3 contract employees)

MAIN CHANNEL DEPTH: Access is by the Gulf Intracoastal Waterway by a 13ft. deep channel

CRUISE TERMINALS & FACILITIES

CARGO TERMINALS & FACILITIES

Docking: 1,300 linear feet of bulkhead available to handle general cargo.

Intermodal transfer: (On Dock) Mobile cranes and fork-loaders are available for cargo transfer between warehouse and vessel.

Yard Storage: Paved storage and auxiliary yard space available - approximately 7 acres.

Inland Transport: Direct transfer of cargo from vessel to rail and truck is possible.

Inland Ports

ALEXANDRIA REGIONAL PORT AUTHORITY

P.O. Box 628, Alexandria LA 71309
Tel: 318-473-1848 Fax: 318-483-8183
jmarzullo@portofalexla.com

LOCATION: The Port is located off I-49. By river the port is located on Mile 90 of the Red River.

The Port of Alexandria provides immediate access to Union Pacific and KCS Railroads, Interstate 49, U.S. Highways 71, 165 and 167 and Louisiana Highways 1 and 28. Alexandria International Airport is located less than 1 mile away.

ORGANIZATION:

The Port is governed by a board of eight commissioners.

PORT COMMISSIONERS The commissioners are appointed for a four-year term.

Rev. Huey Lawson	John Brewer	Mrs. Johnie Varnado
Sammy Bonnette	Norman Welch	Marion Chaney
Basil Smith	Kenneth Bonnette	

PORT STAFF

John Marzullo, Executive Director (318) 473-1848
jmarzullo@portofalexla.com

Phyllis Jones, Administrative Assistant (318) 448-8359
jmarzullo@portofalexla.com

PRIMARY CARGOES

Inbound: Petroleum Products, Fertilizer, Military Cargo, Aggregates

Outbound: Agriculture, Petroleum, Fertilizer

OVERALL ANNUAL TONNAGE 2005: 506,486tons

REVENUES (2003):

Gross Operating Revenue	\$ 542,224.00
Tax and Other Revenues	\$ 80,000.00
TOTAL GROSS REVENUES	\$622,224.00

TOTAL EMPLOYEES: 3

MAIN CHANNEL DEPTH: Shallow draft 8 ½-9 feet in main channel

CARGO TERMINALS & FACILITIES

Terral River Services, Inc. Petron

COLUMBIA PORT COMMISSION
P.O. Box 367, Columbia LA 71418
Tel: 318-649-0101 Fax: 318-649-0203

LOCATION:

Six miles north of Columbia, Louisiana on the west side of Highway 165 and 25 miles south of Monroe, Louisiana on Ouachita River

ORGANIZATION: Five member commission
One Port Director

PORT COMMISSIONERS

Bruce Frazier – President	Charles “Buddy” Page
Charlie Mac Rowland – Vice President	Marshall Davis, Jr.
Darron McGuffee – Secretary	

PORT DIRECTOR

Greg Richardson - Port Manager

PRIMARY CARGOES

Inbound: Rock – Agricultural Limestone
Outbound: Corn – rice – soybeans – cottonseed

OVERALL ANNUAL TONNAGE 2003: 100,000 tons

REVENUES (2002):

Gross Operating Revenue	\$ 40,000.00
Tax and Other Revenues	\$150,000.00
TOTAL GROSS REVENUES	\$190,000.00

TOTAL EMPLOYEES: 1

MAIN CHANNEL DEPTH: 9ft.

CRUISE TERMINALS & FACILITIES

1. Sixty acre site for development
2. 130,00 bu. Capacity grain storage with 66’ dump over 100,000lb. scales
3. Conveyor system for loading trucks and barges
4. 36,000 sq.ft. storage warehouse – 22 ft. eave ht. with dump pit conveyors – air system
5. 100,000 bd. Ft. Kiln dryer with storage building and lay down yard
6. 5,000 sq.ft. office building – 2 story
7. Rockyard with 5-acre lay down and unloading
8. 20,000 sq. ft. cottonseed warehouse
9. Barge loading and unloading area

GREATER OUACHITA PARISH PORT COMMISSION

103 Regency Place, West Monroe LA 71291

Tel: 318-998-1271 Fax: 318-998-1257

[ptrichel@ouachitaterminals.com](mailto:pтрichel@ouachitaterminals.com)

PORT OPERATOR:

Ouachita Terminals, Inc.

Post Office Box 2039 Zip: 71294

101 Valley Road Zip: 71292

West Monroe, LA

LOCATION: West bank of the Ouachita River on southern edge of West Monroe, Louisiana. River milepost 164.

ORGANIZATION: Greater Ouachita Port Development and Operations are contracted to Ouachita Terminals, Inc.

PORT COMMISSIONERS

Richard Guillot, term extended 2 years; Matt Sanderson, term expiration 06-15-05; Terri Debnam, term expiration 07-19-10; James Jones, term expiration 07-19-10; James T. Lee, term expiration 06-15-06; Bobby Manning, term expiration 07-19-10; Charles Roland, term expiration 07-19-10.

PORT DIRECTOR

Paul Trichel, Port Director

PRIMARY CARGOES

Inbound:

Outbound: Paper

TOTAL EMPLOYEES: 4

MAIN CHANNEL DEPTH: 9' depth by 150' wide

CARGO TERMINALS & FACILITIES

At present, only rail spur. Dock is being engineered and constructed

**JEFFERSON PARISH ECONOMIC DEVELOPMENT & PORT
DISTRICT**

3445 N. Causeway Blvd., Suite 300, Metairie, LA 70002
Tel: 504-833-1881 EXT. 344 Fax: 504-833-7676
pchocheles@jedco.org www.jedco.org

LOCATION: Its boundary encompasses Jefferson Parish and excludes Grand Isle

ORGANIZATION: The Jefferson Parish Port District, which is part of JEDCO, is responsible for the economic development of all navigable waterways in Jefferson Parish that do not exceed 15 feet in depth (excluding Grand Isle). This includes Lake Pontchartrain, the Harvey Canal, Bayou Segnette and Bayou Barataria.

PORT DIRECTOR

Pete Chocheles, Director of Port & Public Affairs

CARGO TERMINALS & FACILITIES

BAYOU SEGNETTE DREDGING AND HARBOR

JEDCO has obtained funding for two important Bayou Segnette projects. The first is construction of a \$1 million commercial and recreational fueling station and harbor at the northern terminus of Bayou Segnette. This harbor will have space for an assortment of recreational and commercial facilities. Concurrent with this project, JEDCO has been successful in including Bayou Segnette channel dredging in the Corps of Engineers maintenance budget. This \$800,000+ undertaking will remove silt that has accumulated over the years along portions of the waterway. Current conditions have hampered efforts of area fishermen to remain competitive, as silting has caused damage to props and shafts of many boats.

KERNER BRIDGE

The 55-year-old Kerner Bridge in Lafitte is a major impediment (only 72-foot wide) to large barge traffic from the Harvey Canal, as well as a problem for local residents (the bridge is open 20-30 times per day, stopping all traffic). A recent study has determined a more suitable location for a new bridge that will be wide enough to accommodate the 100-foot oil rig sections produced on the Harvey Canal. JEDCO and others are seeking funding for a new structure that will improve quality of life in the area and be more appropriate for barge traffic.

HARVEY CANAL

JEDCO has obtained funding for various studies that highlighted the importance of the Harvey Canal to Jefferson Parish. Included in these studies is an analysis of access routes to and from the Harvey Canal. We also developed and completed a model that shows economic statistics including jobs and revenue generated by this area. In addition, JEDCO continues to market available sites along the canal to new industries.

PORT OF KROTZ SPRINGS
P.O. BOX 155, Krotz Springs, LA 70750
Tel: 318-566-8867 Fax: 318-566-8889

LOCATION:

The Port of Krotz Springs is located on the Atchafalaya River at mile 47.5 below the juncture of the Atchafalaya River with the Mississippi River near Simmesport and 76 miles above the intersection of the Atchafalaya River with the Gulf Intracoastal Waterway at Morgan City.

The Atchafalaya River is maintained at a depth of 12 feet by the U.S. Army Corps of Engineers. At the port, the channel is approximately 1,000 feet wide, providing ample clearances for anchorage and fleeting.

The Port is located adjacent to state Hwy. 105 and one mile south of U.S. Hwy. 190. The nearest rail service is . mile away and is provided by Union Pacific Railroad. The nearest Interstate Highway is I-49 located 17 miles west of the Port. I-10 can be accessed off of I-49 or can be reached by traveling 40 miles east to Baton Rouge.

The Port is located on 134 acres of riverfront property, half of which is occupied. Electricity, water and gas are available on site.

ORGANIZATION:

The Greater Krotz springs Port Commission was created in 1956 by an act of the Louisiana Legislature to regulate commerce and industry along the Atchafalaya River and to construct and operate port facilities.

PORT COMMISSIONERS

Port commissioners are: Sal Diesi, President; Alphonse Frilot, Vice-President; James Soileau, Secretary; Michael Thibodeaux, Treasurer; Marlen Lafleur; Vernon Haynes; James Huval; Tommy McMillan; Monita Reed; Barry K. Soileau; Chris Thomas. Commissioners are appointed for varying terms by various appointing authorities within St. Landry Parish, including the City of Opelousas (2), the City of Eunice (2), the Town of Krotz Springs (2), the St. Landry Parish Municipal Association (2) and the St. Landry Parish Government (3).

PORT DIRECTOR

Gary Soileau, Executive Director
Phone: 337-566-8867
Fax: 337-566-8889
E-mail: portofks@bellsouth.net

PRIMARY CARGOES

Inbound: Crude oil

Outbound: Refined oil products and grain

OVERALL ANNUAL TONNAGE 1995: 3.1 million tons of cargo

MAIN CHANNEL DEPTH: The Atchafalaya River is maintained at a depth of 12 feet by the U.S. Army Corps of Engineers. At the port, the channel is approximately 1,000 feet wide, providing ample clearances for anchorage and fleeting. Adjacent to the port area the depth of the river is 100 feet.

CRUISE TERMINALS & FACILITIES

The Delta Queen docks at the port using the public boat launch area.

CARGO TERMINALS & FACILITIES

Businesses presently operating at the port include Valero Petroleum, Bunge Corporation, Cabot Corporation, and Acadian Shell & Limestone. We currently have 300 total employees working at the port complex.

Seven docks are being operated at the port at this time. Products handled are oil and grain. Current tonnage figures show 3.1 million tons of cargo handled at the port in 2004.

A new general cargo dock has been constructed. It is a T-dock 145 feet wide that extends 220 feet into the Atchafalaya River with a 25-foot wide roadway.

LAKE PROVIDENCE PORT COMMISSION

409 Port Road, Lake Providence, LA 71254

Tel: (318) 559-2365 Fax: (318) 559-3688

wyly_gilfoil@msn.com

LOCATION:

The Port of Lake Providence is located on the Mississippi River at mile 484 A.H.P. in the northeast corner of Louisiana in East Carroll Parish, two and one half miles south of Lake Providence on U.S. Highway 65.

ORGANIZATION:

The Louisiana Legislature created the Lake Providence Port Commission by Acts 1958, No. 450 (R.S. 1501 et seq.). The Commission consists of 7 commissioners, four appointed by the East Carroll Parish Police Jury, two appointed by the Town of Lake Providence, and one elected by the six appointed commissioners. The commissioners serve six year staggered terms without compensation.

The Commission elects among its members a president, vice president, and secretary-treasurer. Regular meetings are held once a month on the third Wednesday at 8:00 A.M.

The Commission exercises its powers within the port area, consisting of the entire parish of East Carroll. It regulates the commerce and traffic within the port area for the best interest of the state. Title to all property and improvements operated by the commission vests in the State of Louisiana.

The Port is managed under a corporate style approach. The Board of Commissioners is responsible to the East Carroll Parish Police Jury, the Town of Lake Providence, the citizens of East Carroll Parish and the State of Louisiana for the safe, sound and constructive operation of the Port.

PORT COMMISSIONERS

Current commissioners serving six year staggered terms are James Thom, President; Jerry King, Vice President; Francis Lensing, Secretary-Treasurer; Wallace Oliver; KarVan Powell; Prince Robinson.

PORT STAFF

W. Wyly Gilfoil, Sr., Port Director
James C. Crigler, Jr., Port Attorney
Alan D. Krouse, P.E., Port Engineer

PRIMARY CARGOES

Inbound: Aggregates, Coal, Dry & Liquid Fertilizer, Forest Products, Lime, Tire Chips

Outbound: Cottonseed, Grain

OVERALL ANNUAL TONNAGE 2003:

800,000 tons (ranked number 18 of Top 20 Inland U.S. Ports for 2003, with the highest growth rate, source USACE).

REVENUES (2002):

Gross Operating Revenue	\$461,246
Tax and Other Revenues	\$164,050
TOTAL GROSS REVENUES	\$625,296

TOTAL EMPLOYEES: 1

MAIN CHANNEL DEPTH: The Port is a shallow draft port with a Corps of Engineers maintained channel depth of 9 feet, however channel depth usually exceeds 12 feet with the exception of the low water period in late summer and early fall.

CARGO TERMINALS & FACILITIES

General Cargo Pier: Port owned, operated by Terral River Service; Cargo: bulk & breakbulk; Berths: 1; Face: 50 feet; Sides: 220 feet; Depth: 9 feet; Mechanical Handling Facilities: 75 ton crawler crane with 4 cubic yard clamshell bucket; conveyor belt, 36 inch x 690 feet with radial stacker connection to a 72,000 square foot concrete storage pad; Rail extends to the end of the dock; Certified rail & Truck scales; 2-20,000 square foot warehouses, 1-4,800 square foot warehouse.

General Cargo Ramp: Port owned, operated by Terral RiverService; Cargo: bulk & breakbulk; Berths: 1; Face 400 feet; Depth: 9 feet; Mechanical Handling Facilities: 75 ton crawler crane with 4 cubic yard clamshell bucket.

Bunge Corp. Dock: Bunge owned & operated; Cargo: grain; Berths: 1; Face: 30; Depth: 9 feet; Mechanical Handling Facilities: 30 inch electric belt conveyor connected to 1.2 million bushel storage.

Terral RiverService Dock: Terral owned & operated; Cargo: aggregate, dry fertilizer and ag lime; Berths 1; Face: 295 feet; Sides: 25 feet; Depth: 9 feet; Mechanical Handling Facilities: 30 ton crawler crane with clamshell bucket; conveyor belt to 24,000 ton warehouse used for dry fertilizer storage; 100,000 ton open storage area.

Raley Transport Dock & Liquid Fertilizer Terminal: Raley owned & operated; Cargo: grain and liquid fertilizer; Berths: 2; Face: 600 feet; Depth: 9 feet; Mechanical Handling Facilities: 48 inch electric conveyor belt extends from bottom dump pit to end of dock; 8 inch liquid fertilizer pipeline connects to 6-1,000,000 gallon liquid storage tanks (owned by the Port, 3 operated by Raley and 3 by Helena).

OTHER PORT-OWNED BUSINESSES, SERVICES AND FACILITIES

Certified Truck Scales

Cottonseed Storage – 2-21,000 square feet Muskogee warehouses with truck dump.

Rail – 9,900 feet of Port owned track

37 acres of land available for industrial use landside of the levee

OTHER PORT AREA SERVICES

Barge mooring & fleetng

Certified Rail Scales

Rail Switching

Towing and tug services

Warehousing and laydown area

NATCHITOCHEs PARISH PORT
P.O. Box 2215, Natchitoches LA 71457
Tel: 318-356-9686 Fax: 318-354-2622
nat-port@cp-tel.net

LOCATION:

Although its enabling legislation allows it to be located anywhere on the Red River in Natchitoches Parish, the Natchitoches Parish Port's 300-acre site is located in Pool 3 at river mile 152.3 (from the Old River Lock on the Mississippi River).

The Port is situated at the intersection of LA Highway 6 and LA Highway 486, and is located 3 miles from U.S. Highways 71 and 84; 5 miles from LA Highway 1 and 10 miles from Interstate 49. Rail service is provided by the Kansas City Southern Railroad.

ORGANIZATION:

The Natchitoches Parish Port Commission was established in 1975 by an act of the Louisiana Legislature to regulate the commerce and traffic within the port area, consisting of the entire parish. It is governed by a five member board of commissioners who serve six year terms. Two members are appointed by the City of Natchitoches, two by the Natchitoches Parish Police Jury and one by the Governor.

PORT COMMISSIONERS

Gary McElwee, term expires 10-12-10; Sam Fowler, term expires 02-08-07; Calvin Braxton, term expires 03-31-06; Ralph Ingram, Jr., term expires 03-19-09; Luke Frederick, term expires 9-12-07.

PORT STAFF

Robert Breedlove, Executive Director (318) 356-9686
Mickey Chambers, Assistant to the Executive Director (318) 356-9686

PRIMARY CARGOES

Inbound: Aggregate, Forest Products

Outbound: Forest Products

OVERALL ANNUAL TONNAGE 2003:

Barge: 146,858 tons; Rail/Truck: 425,259 tons

REVENUES (2003):

Gross Operating Revenue	\$195,632
Tax and Other Revenues	-
TOTAL GROSS REVENUES	\$195,632

TOTAL EMPLOYEES: 2

MAIN CHANNEL DEPTH: 9 feet

CARGO TERMINALS & FACILITIES

62,000 sq.ft. Warehouse: Available for storage located adjacent to 12,000 sq.ft. Concrete Dock and serviced by water, rail and truck.

320 Ft. General Cargo Dock

Wood Chip Barge Loading Facility; Truck dump, Radial Stacker, Concrete Storage Pad with 7,500 ton capacity, Barge Loading Dock and Conveyor and equipment rated at 500 tph.

Rail Facilities: Over 26,000 feet of rail spur and sidings

OTHER PORT-OWNED BUSINESSES, SERVICES AND FACILITIES

Rail Switching: Two 500 HP Locomotives

THE PORT OF SHREVEPORT-BOSSIER

P.O. BOX 52071, Shreveport, LA 71135-2071

Tel: 318-524-2272 Fax: 318-524-2273

port@portsb.com

LOCATION:

The 2,100 acre Port of Shreveport-Bossier is located at the head of navigation on the Red River Waterway in Northwest Louisiana, about four miles south of the City of Shreveport. An inland multimodal transportation and distribution center, the Port links customers throughout the Ark-La-Tex region to domestic and international markets via the Mississippi River, the nation's largest river system, and the Gulf Intracoastal Waterway.

A strategic location, a superior network of interstate highways, rail, water and air transportation and the backing of its citizens have made the Port of Shreveport-Bossier one of the fastest growing inland ports in America.

ORGANIZATION:

The Caddo-Bossier Port Commission is the governing authority created by the Louisiana Legislature to set policies and regulate commerce and traffic within Caddo and Bossier Parishes. Like port authorities across the country, the Port Commission is a public enterprise form of government that offers services through the Port of Shreveport-Bossier in a competitive market place, a hybrid that fits between general government and private industry.

PORT COMMISSIONERS

Appointed by local governing authorities to serve an overlapping 6-yr. term. Lynn Austin, President; Frank R. Pernici, Vice President; James L. Pannell; Secretary-Treasurer; A.K. Busada; James L. Pannell; Maxine E. Sarpy; James Hall; Michael H. Wainwright ; Ronald Miciotto; Steve Watkins

PORT DIRECTOR

Eric D. England, PPM, Executive Director

PORT STAFF

Brenda Levinson, Deputy Port Director; Marilyn J. Haley, Public Affairs Manager; Alonzo P. Jackson, Sr., Environmental & Safety Manager ; Hugh McConnell, Director of Operations; Richard A. Nance, Engineering & Planning Manager ; Gloria Washington, Director of Administrative Services ; Vol Dooley, Security Manager

PRIMARY CARGOES

Inbound: Aggregate, liquid petrochemicals, coal, fertilizer, steel

Outbound: over dimensional vessels

OVERALL ANNUAL TONNAGE 2005: 523,930

REVENUES (2003):

Gross Operating Revenue	\$3,594,951
Tax and Other Revenues	\$3,570,146
TOTAL GROSS REVENUES	\$7,165,097

TOTAL EMPLOYEES: 15

MAIN CHANNEL DEPTH: 9 ft.

CARGO TERMINALS & FACILITIES

General cargo dock: Port-owned & operated; Cargo: bulk and breakbulk; Berths: 2; Length: 600 ft.; Depth 9ft.: Rail Service. Special Facilities/Capabilities; 30 & 50-Ton gantry cranes: Roll-on/roll off ramp: Certified truck/rail scales: 30,00 sq. ft. transit warehouse(additional 60,000 sq. ft. to be completed this year) , Coal Pad and Open Storage.

Slack Water Harbor: 3,200 ft., 850 ft. of launch basin, 12 ft. draft: Service: Terminal slots available.

Liquid Terminals # 1: Port-owned; Operator: Red River Terminals; Cargo: Liquid petroleum; Berths: 2; Length: 430 ft.; Depth 9 ft.; Rail Service; 340,000 barrel storage capacity.

Liquid Terminal # 2:Port-owned; Operator: Davison Terminal Services; Cargo: Liquid petrochemicals; Berths: 2 ; Length: 430 ft.; Depth: 9ft.; Rail Service. Facilities: 125,000 barrel storage capacity.

Oakley Terminal: Port-Owned; Operator: Oakley Louisiana; Cargo: Fertilizer, Feed, Aggregates other comparable commodities; Berth: 1; Length: 49 ft.: Depth: 9 ft.; Rail Service; 52,000 sq. ft. multi-bin warehouse with truck to rail conveyage available.

OTHER PORT-OWNED BUSINESSES, SERVICES AND FACILITIES

Industrial Park Activities: Port owns approximately 2,100 acres in Caddo and Bossier Parishes along the Red River, with 220 acres devoted to river usage infrastructure: land for lease.

Intermodal Container Handling Freight Facility:10 acre site located at 2701 Intermodal Drive; Local switching performed by Union Pacific Railroad, special trackage right with BNSF.

Rail Switching: Two-500 hp. 60-ton locomotives; Operator: Port; 12 miles of access and storage track.

OTHER PORT AREA SERVICES

Warehousing; Freight Forwarders and Custom Brokers. Available Fleeting Area.

SOUTH TANGIPAHOA PARISH PORT COMMISSION

31450 Hwy. 51 (South) Manchac, LA 70421 (Port Manchac)

South Tangipahoa Parish Port Commission

163 West Hickory Street, Ponchatoula LA 70454

Tel: 985-386-9309 Fax: 985-386-9389

portmanchac@i-55.com www.portmanchac.org

LOCATION:

Port Manchac is located in Southeastern Louisiana on North Pass, at Exit 15 on Interstate Highway 55, in Tangipahoa Parish. It is near CN's Main rail line, and near two other interstate highways (10 and 12) and Lake Pontchartrain.

It is strategically located
35 miles from New Orleans
48 miles from Baton Rouge
128 Miles from Jackson, MS
157 miles from Mobile, AL

ORGANIZATION:

With legislation sponsored in 1962 and amended in 1972, the South Tangipahoa Parish Port Commission was authorized as a Port, Harbor and Terminal District within Tangipahoa Parish, Louisiana.

Through the years this Commission has endeavored to bring the citizens of the port district and the surrounding region an opportunity to be served by maritime, rail and highway commerce.

The Port Commission became operative in June, 1965 when it became a recipient of twenty-five acres donated to it for the development of a port facility and thereafter began leasing areas on the site once the infrastructure was completed. The vision of the South Tangipahoa Parish Port Commission continues today as it did in the early 60's to bring port services and transportation activities to the people of Tangipahoa and the region and look forward to bringing new services and waterborne commerce as a landlord port. Barge service is available across Lake Pontchartrain.

The Port Manchac Distribution Center handles a variety of products from forest, offshore oil field supplies/equipment, steel plates, liquid bulk and construction materials. Associated Terminals, LLC is currently leasing the ports property and handling all cargo services which include car tracking, storage and coordinating truck service for on-time delivery throughout a 200-mile radius.

Associated Terminals, LLC is the major tenant of the port. Associated Terminals, LLC is one of the largest Stevedores in the South with operations in the Port of Baton Rouge, Port of St. Bernard and Port of South Louisiana. Other port tenants include Bayou Sign, Global.

PORT COMMISSIONERS

Don Bankston, President; Denise Fletcher, Secretary; Paul Hooks, Treasurer; Mark Griggs, member; Don Boihem, member; and Michael Williams, member.

PORT DIRECTOR

Chad Falgout, Executive Director

PRIMARY CARGOES

Inbound: Specialty woods, steel, liquid bulk, drilling muds, pipe, construction materials

Outbound: Plywood, steel, scrap metals, liquid bulk, construction materials

<u>OVERALL ANNUAL TONNAGE 2003:</u>	51,425
	2004 97,908
	2005 85,990

REVENUES (2005):

Gross Operating Revenue \$241,991

- 3) A 30,000 sq.ft. warehouse and adjacent cargo dock with rail facility. The warehouse is 206’ xs 145’ with a height of 22’ 10”. It is a free span warehouse. It has a double track rail siding and can accommodate four cars. The warehouse has 20’ x 20’ doors on each end and 20’x 14’ doors on the side. The warehouse has a load capacity of 1000 pounds per square foot.
- 4) A 2,400 sq.ft. dock with a 3 acre paved loading area. The dock has a load capacity of 1000 pounds per square foot. The dock is 60’ x 40’.
- 5) 4,000 feet of rail track where customers can be assigned a specific area for unloading and storage service.

OTHER PORT-OWNED BUSINESSES, SERVICES AND FACILITIES

A Cell tower that facilitates service for Global Signal, Nextel Communications and Cingular Wireless, L.L.C

An advertising area that accommodates 4 Interstate billboards with the infrastructure to expand to 8.

OTHER PORT AREA SERVICES

A 70’ Truck Scale

A Security Gate Entry

Railroad Crossing

Cranes

VIDALIA PORT COMMISSION
P.O. Box 2010, Vidalia LA 71373
Tel: 318-336-5206 Fax: 318-336-6253

LOCATION:

Located on Highway
131, 2 1/2 miles south of the City of Vidalia adjacent
to the Vidalia Industrial Park.

ORGANIZATION:

Additional information being developed

Developing Ports

GRAND ISLE PORT COMMISSION

P.O. Box 500, Grand Isle LA 70358

Tel: 985-787-2229 Fax:

waynek@grandisleport.com

LOCATION: Grand Isle, LA

ORGANIZATION:

PORT COMMISSIONERS

**Irvin Richoux-Pres, Arthur Bellanger-Vice Pres, Andy Galliano- Secretary
Treasurer, Josie Cheramie, Dudley “Butch” Gaspard**

PORT DIRECTOR

Wayne Keller

PRIMARY CARGOES

Inbound:

Outbound:

REVENUES (2002):

Gross Operating Revenue

\$110,000.00

Tax and Other Revenues

TOTAL GROSS REVENUES \$

TOTAL EMPLOYEES: 2

MAIN CHANNEL DEPTH: 12’

CRUISE TERMINALS & FACILITIES

MILLENNIUM PORT AUTHORITY
1350 Port of New Orleans Place, New Orleans LA 70130
Tel: 504-528-3366 Fax: 504-528-3474
PeakE@portno.com

LOCATION: The Millennium Port Authority is a statewide authority focused on increasing container cargo to and through the state; consequently, there is no specific location for the port. Millennium Port Authority provides a systematic planning process to optimize growth across traditional port boundaries. Specific port activities are accomplished through formal cooperative endeavor agreements with the jurisdictional ports.

ORGANIZATION: The Millennium Port Authority consists of an Executive Director and various consultants accomplishing specific studies and activities.

PORT COMMISSIONERS: Up to 12 commissioners are appointed by the Governor to five year terms from lists presented by various state agencies, ports, community groups, and at-large candidates.

Commissioners through 2005 are:

President Phil Prejean, Port of West Saint Mary
Vice President Otto Candies III, Des Allemands
Treasurer Captain Mark Delesdernier, Jr., New Orleans
Johnny Bradberry, Secretary DOTD
Edgar Chase III, New Orleans
Capt. AJ Gibbs, New Orleans
Capt. Michael Lorino Jr., Madisonville
John Marzullo, Port of Alexandria
Mike Olivier, Secretary DED
Mark Pivach, Belle Chasse
Alex Plaisance, Golden Meadow

PORT STAFF:

Ned Peak, Executive Director, (504) 528-3366, PeakE@portno.com

WEST CAMERON PORT COMMISSION
P.O. Box 366, Cameron, Louisiana 705631
Tel: (337) 775-5718 Fax: (337) 775-5567
cppjury@camtel.net

LOCATION: The West Cameron Port Commission is located on the Gulf of Mexico with territorial limits and jurisdiction of all the area comprising Wards 3, 4, 5, and 6 of the Parish of Cameron, LA.

ORGANIZATION: The West Cameron Port Commission was established in 1968 with jurisdiction comprised of Wards 3, 4, 5, and 6 of the Parish of Cameron, LA.

The organization is composed of nine commissioners with six-year terms and their monthly meetings are scheduled the last Tuesday of every month at 6:30 P.M. with the location varying between different wards in the District.

The Powers of the Commission varies. They have the authority to regulate, construct, own, maintain, operate, acquire, expropriate according to the expropriation laws of the State with some restrictions, levy taxes, bonds, and do any and all things necessary or proper for the government regulation, development and control of the business of the District.

PORT COMMISSIONERS Clifton Cabell – six years – term expires 07/07/09, Ricky Poole – six years – term expires 07/02/05, Terry Hebert – six years – term expires 08/02/10, Jimmy Brown – six years – term expires 04/02/05, Greg Wicke – six years – term expires 08/04/09, Dwight Savoie – six years – term expires 07/07/09, J.P. Constance – six years – term expires 07/07/09, Howard Romero – six years – term expires 05/02/11, Wendell Wilkerson – six years – term expires 07/01/05.

PORT STAFF

Cliff Cabell – President (337) 762-4739
Jimmy Brown – Vice President (337) 762-3920
Greg Wicke – Secretary (337) 775-7211
Terry Hebert – Treasurer (337) 775-5449

PRIMARY CARGOES

Inbound: None at present. The Port does only leases and contracts for its area.

MAIN CHANNEL DEPTH: 50 ft. Main Channel, 21 ft. Loop

CARGO TERMINALS & FACILITIES

- (1) New LNG Plant in our District
- (2) Deep Water Hole for ships to load and unload rigs

OTHER PORT-OWNED BUSINESSES, SERVICES AND FACILITIES

The West Cameron Port Commission owns property on Monkey Island, and on the west side of the Calcasieu Ship Channel, a total of 159.36 acres that is leased to Gulf Coast Development LLC.

OTHER PORT AREA SERVICES

The West Cameron Port Commission leases property to companies for business ventures.

WEST FELICIANA PARISH PORT COMMISSION
1904 E. Magna Carta Place,
Baton Rouge, Louisiana 70815

LOCATION:

West Feliciana Parish

ORGANIZATION:

Created by Act 98 of the 2005 Regular Legislative Session. The Commission consists of nine members and each of them shall serve a 4-year term.

PORT COMMISSIONERS

Mr. Kevin Couhig, President
Phone: 225-612-2583
E-mail: khcouhig@sourcecap.com

PORT DIRECTOR

Mr. Roger Richard is serving as consultant to this developing port.