

NEWS FROM THE DOCKS



ASSOCIATION OF LOUISIANA

Louisiana Ports Deliver

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Message from the PAL Office

The PAL's 24th Annual Conference is just around the corner. The Port of South Louisiana and the South Tangipahoa Parish Port Commission are working hard to assure that this will be the best conference EVER! It is not too late to register. Just go to www.portsoflouisiana.org and complete the registration form. We are looking forward to seeing you there!

PAL would like to express its appreciation to the Louisiana Department of Economic Development and to Secretary Michael Olivier for recently announcing the award of two Tier II Grants to PAL. The first will be used in producing our new marketing directory (which will be available at the conference), updating our web page, developing a new marketing trade advertisement and a new PAL brochure.

The second one will be used on PAL's planned Strategic Marketing Plan. PAL has requested the majority of that funding through the US Dept. of Commerce, Economic Development Administration. That application is still pending but we are very hopeful that an announcement will be made shortly. In addition to LED, Secretary Johnny Bradberry has made DOTD funds available for this effort. PAL is extremely excited about putting together this multi state agency, federal and local participation to develop a plan that will lead the way for the maritime industry in Louisiana.

The first week of April was a big week for PAL. It marked the beginning of an all out effort to get our message out to the media concerning port needs and the 5-Year Capital Improvement Plan. Many of our port members across the state issued a press release, which was carried by the

Times Picayune, Lafayette Daily Advertiser, Lake Charles American Press, the Baton Rouge Morning Advocate and the Baton Rouge Business Report.

In addition to that very positive coverage, on April 3rd, Joe Accardo, PAL Executive Director, addressed a joint meeting of the House and Senate Committees on Transportation, Highways and Public Works. Mr. Accardo presented the Capital Improvements Plan and stressed port needs for the next five years. Committee members, including House Chairman Roy Quezairre and Senate Chairman Noble Ellington, indicated strong support for ports. Several stressed that additional funding should be made available this coming session for Louisiana ports to remain competitive with other Gulf coast ports.

Even though it appears we have strong backing this coming session, you can be assured that PAL will continue to work hard to spread our message. ***Remember, Louisiana Ports Deliver: Goods, Commodities, Jobs, Taxes and Economic Growth for Louisiana!!!***

Corporate Member News

Port Fourchon

LA1 Coalition and Port Fourchon Break Ground on New Elevated Highway

On Wednesday, April 4, the LA1 Coalition and Port Fourchon broke ground on a new elevated Louisiana Highway 1 from Leeville to Port Fourchon. The new highway is truly the vital energy link to the oil and gas industry in the Gulf of Mexico. 1200 trucks a day travel this highway – the only access route to Port Fourchon who services 18% of the entire nation's oil supply.

In just over a decade, the Coalition and Port Fourchon have worked tirelessly to take a project that was unheard of just over a decade ago and transform it into an energy corridor that has \$300 million of construction underway. Ted Falgout, Port Director and LA1 Coalition Chairman said, "This project took a coalition of mom and dad businesses, government at all levels, and multi-national companies to join forces and put money and support behind what we knew was a necessity."



In Governor Blanco's speech at the ground breaking, she pleaded to "do what it takes to keep this project moving forward."

Just over a year ago, construction began on the elevated span in Leeville that would take the place of the old Leeville Bridge; with the current project that will extend the elevated highway from Leeville to Port Fourchon, the project is half way there. The next phase of the project is to continue the elevated highway from Leeville to the hurricane protection levee system in Golden Meadow. Falgout said, "I don't want to take away from this fantastic moment, but we can't get complacent with half a bridge! The challenge remains to complete this project before Mother Nature severs us from one of this country's greatest assets – the Gulf of Mexico."

Port of Shreveport-Bossier

The Caddo Commission has appointed retired Capt. Thomas Murphy to The Caddo-Bossier Port Commission which is the governing body for The Port of Shreveport-Bossier. Murphy, a retired captain from the U.S. Navy Reserve, will be sworn in at the April 9 Caddo-Bossier Port Commission meeting at Sci-Port Discovery Center.

"I'm honored the Caddo Commission selected me for this position," said Murphy. "It is an organization I find extreme interest in for obvious reasons."

After serving in the U.S. Navy, Murphy worked for Lykes Bros. Steamship Co., Inc. in New Orleans for the next 37 years. Murphy was the youngest master of a fleet of 60 ships, and he commanded 23 ships in international trade to more than 100 world ports.

Murphy's education includes graduating from Byrd High School in 1953, the U.S. Merchant Marine Academy in 1957 with a bachelor's in nautical science and post graduate studies through the Naval War College, the Armed Forces Institute and the Naval Maritime Institute of Training and Graduate Studies.

"Captain Murphy's experience and expertise in the maritime industry will be a great asset to The Port and we're glad to have him aboard" said Frank Pernici, president of the Caddo-Bossier Port Commission.

The 2,000-plus 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 multi-modal transportation and distribution center, The Port works hand in hand with the port system of Louisiana to successfully link 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.

Millennium Port Authority

At the regular quarterly Board meeting in Baton Rouge on Tuesday, March 13, 2007, the Millennium Port Authority Board of Commissioners elected new officers for a two-year term overseeing the activities of the statewide authority. President Phil Prejean, director of the Port of West St Mary completed his successful term as President and will remain on the Executive Committee of the Authority.

Otto Candies III of Otto Candies LLC in Des Allemands was elected President, supported by Captain Mark Delesdernier, a Crescent River Port Pilot as Vice President, and Dr. Edgar Chase III of Dillard University as the new Treasurer.



The Authority has 11 Commissioners appointed by the Governor for six-year terms representing various regions and maritime constituencies in the state. The Authority focuses on increasing international container cargo through the state, both for import and export. Louisiana ports represent the largest maritime complex in the world with 7 deep-water ports and another 23 commercially important shallow draft ports; the region is crucial to America's economic health. Container cargo had not been growing in Louisiana at the same rate as in other US and international ports when the Millennium Port Authority was established in 1999.

Contact numbers:

President Otto Candies III 504-469-7700

Vice-President Captain Mark Delesdernier, Jr.
504-945-9181

Treasurer Edgar L. Chase III

EChase@dillard.edu

Past-President Phil Prejean 337-828-3410

Executive Director Ned Peak, PE 504-528-3366
www.MillenniumPort.org

Port of New Orleans

Developers and financial backers of the upscale New Orleans RV Campground held a reception to mark the grand opening of the recreational facility at 6001 France Road, which encompasses 20 acres of previously vacant industrial property owned by the Port of New Orleans just south of the Seabrook Bridge and Lake Pontchartrain.

The current RV Park consists of 52, 40-foot-wide spaces, a laundry and bathhouse facility, wireless-internet and cable television hook-ups, remote-camera recording security systems and a card activated security gate.

Developers Mark Delesdernier and Scott Schenck originally contracted a California-based consulting firm in 2002 to conduct a feasibility study for project, complete with 150 upscale RV sites, marina, hotel and restaurant. The group, which partnered with Couhig and Associates to secure financial assistance, leased the property from the Port of New Orleans in January of 2005. However, resulting damage from Hurricane Katrina in September of 2005 – two weeks before construction was to begin – delayed the project and forced Delesdernier and

Schenck to scale back the original plan, at least for now.

“The tourist market for RVs is still marginal in New Orleans,” Schenck said. “There are many RV owners who want to come to the city, but have concerns about safe, secure and comfortable places to park that are close to downtown attractions, as well as water sports.”

Schenck said the lull after the storm provided “the opportune time to begin the conversion of the property on the northern end of France Road.” Construction began in July of 2006 and the initial 52 sites for RVs, an office/store combination, and laundry and bathhouse opened January 1 with the help of an additional partner, Tom Young, an RV dealer based in North Carolina.



Developer Capt. Mark Delesdernier, left, co-owner of the New Orleans RV Campground, and Gary P. LaGrange, President and CEO of the Port of New Orleans, speak to the media during grand opening ceremonies of the upscale RV campground facility on France Road.

The partners soon learned to adapt to the new RV market, as well. “In an effort to increase income to the project, 30 of the 52 sites were opened to monthly renters in New Orleans to participate in the reconstruction of the city,” Schenck said.

Monthly renters now include insurance company personnel, contract physicians and technicians, the family of a New Orleans police officer and other professionals seeking a convenient, safe and secure home for their families.

By February, Schenck said tourist sites began to fill as RV enthusiasts learned of the new facility. With the help of a local lender new to the New Orleans market, construction is now underway for an additional 30 sites, bringing the total to 82. The new sites will accommodate 52 monthly renters and 32 sites for the growing number of

RV tourists visiting the city. Future plans call for the eventual construction of all 150 sites, a restaurant and a limited-service hotel on the property.

C.J. and Jeanne Sands – previous campground owners and operators from North Carolina – moved to New Orleans to manage the park and to participate in the rebuilding of New Orleans.

“This project is an example of local entrepreneurs and the Port of New Orleans working together to facilitate development within the Port,” said Gary LaGrange, Port President and CEO. “It’s a fine facility for the City’s rebounding tourism industry and a vital part of the rebirth of the France Road corridor.”

For information on New Orleans RV Campground, please visit the facility’s web site at www.neworleansRVcampground.com or e-mail the park at info@neworleansrvcampground.com

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2006 Cargo Figures Illustrate Fast-Paced Recovery

Double-Digit Breakbulk Cargo Gains, Recovering Container Business Spurs Higher Numbers

The Port of New Orleans regained its reputation as the Gateway to the America’s in 2006, as port-wide cargo figures rose dramatically.

“The Port’s recovery from the unprecedented events of 2005 has been nothing short of remarkable,” said Gary LaGrange, President and CEO of the Port of New Orleans. “The entire Port community, from longshoremen and stevedores to the shipping lines and Port staff are to be congratulated.”



According to figures released today, which cover January through December 2006, cargo volumes within the Port of New Orleans exceeded the Port’s five-year average by 4 percent. Gains are mainly due to a 37 percent increase in breakbulk cargo imports, such as steel, natural rubber and coffee. These increases helped to offset a 14 percent decline in container cargo, largely due to the loss of the Port’s container terminal at France Road following Hurricane Katrina.

Overall, 2006 general cargo totaled 9.38 million short tons, up 20.7 percent compared to one year ago. The Port maintained its status as a top importer of steel, as well. The Port handled 4.15 million short tons of steel, up 28 percent over the Port’s five-year average and securing a top-three ranking nationally with a 15.5 percent market share.

Port revenues continue their climb, despite lease concessions and subsidies offered by the Board of Commissioners to storm-affected tenants in the wake of the hurricanes to help offset operating costs and aid in economic recoveries.

For fiscal year 2006, which covers July 1, 2005 to June 30, 2006 and includes the storm-affected months, operating revenue for the Port totaled \$38.87 million, or about 86 percent of pre-Katrina figures.

“While these figures are encouraging, we still have a long road ahead of us to fully recover and continue to grow to meet our customer’s demands,” LaGrange said. “We must replace our container capacity lost at France Road and recreate it on the Mississippi River. We must also be vigilant in supporting existing businesses at the Port, such as New Orleans Cold Storage, which is bearing the brunt of the MR-GO closure.”

LaGrange said state and federal officials must take note of the importance of the Port and its contribution to the state and national economies. For example, an economic impact study conducted in 2005 found the Port of New Orleans is responsible for about 160,000 jobs and more than \$8 billion in earnings statewide.

“We must convince our legislators and elected officials to invest in the Port and invest in our maritime infrastructure,” LaGrange said. “These

investments are crucial to the future of New Orleans and the future of Louisiana.”

***Port of New Orleans/Plaquemines Port,
Harbor, Terminal District***

Ports Sign Deal To Jointly Market Facilities

The Board of Commissioners of the Port of New Orleans and the Plaquemines Parish Port, Harbor and Terminal District signed a cooperative endeavor agreement to jointly market current and future facilities to the worldwide maritime industry.



Port of New Orleans President and CEO Gary LaGrange (right) and Plaquemines Parish President Billy Nungesser sign a cooperative endeavor agreement at the Port Administration Building

“This is a great day for Plaquemines Parish,” said Plaquemines Parish President Billy Nungesser. “Our future lies with the Mississippi River. We are looking forward to working with the Port of New Orleans and we can surely benefit from the many years of experience they have in port operations. In the global economy, we can be more successful as a region in competition for trade as opposed to many small agencies standing alone.”

The Plaquemines District is well suited for a variety of industries requiring barge and ship access with more than 90 miles of river frontage and close proximity to the Gulf of Mexico. The Lower Mississippi River Port Complex, stretching from Baton Rouge to Plaquemines, is the busiest waterway in the world. More than 6,000 oceangoing vessels traverse the River annually and port officials see regional cooperation as a key component to securing future maritime investment.

“We are looking forward to working with the Plaquemines Parish Port, Harbor and Terminal District to jointly market our facilities to potential investors,” said Gary LaGrange, President and CEO of the Port of New Orleans. “Parochial thinking is a thing of the past. In the new global economy we must work together as a region to be competitive.”

In addition to marketing its deep-water river port, Plaquemines Parish officials are currently studying the expansion of its energy port at Venice, La. to service new oil and gas exploration leases opened in the eastern Gulf of Mexico. Officials hope to improve access to Venice by dredging Baptiste Collette Bayou to a depth of 27 feet. Venice is closer than any other Gulf Coast port to the new lease area, which is set for drilling in 2008.

Under terms of the new agreement, Plaquemines and Port of New Orleans officials will develop a joint marketing plan to promote the facilities of each entity and agree to consider joint investments of capital and joint port and terminal operations to maximize cargo throughput at both ports. Staff will be assigned to prepare plans and set goals and objectives to implement the initiative.

Associate Member News



ES&H Co-Sponsors SCIA Workshop

Establishing positive relationships with the agencies that regulate our industry is very important to ES&H as well as the majority of their clientele. They are working with the SCIA to host a “Meet Your Regulators Day” Workshop, in which attendees will have the opportunity to network with agency representatives and hear presentations on important topics in our industry. Invited agencies include: USCG, DOT, DNR, DEQ, MMS, ABS, EPA, OSHA, State Police, Parish Governments, Parish Sheriff Offices, and others.

The workshop is being held on Tuesday May 1, 2007 from 9am to 4pm, with registration beginning at 8:30am. Terrebonne Parish is co-

sponsoring the workshop with ES&H, which will be held at the Terrebonne Municipal Auditorium, 880 Verret Street, Houma, LA 70360. The workshop is free for all member companies of the SCIA and \$25 for non-members. Reservations are required to kathy@sciaonline.net. For questions on the workshop agenda, please contact Keli Bonvillain at (985) 851- 5350 or kbonvillain@esandh.com.

Legal News



VESSEL SEIZURE

The General Maritime Law provides unique protections to those engaged in maritime commerce. For instance, those companies or individuals who provide stores, supplies and services to a vessel can, in the event of non-payment by the vessel owner, take action directly against the vessel served to secure payment of the debt. Also, in the event of a marine casualty, the damaged parties can also proceed directly against the offending vessel to secure payment for their losses. This is because the General Maritime Law treats vessels as specific legal entities and the debt is owed by the vessel, irrespective of its ownership. One reason for this remedy is because the actual owner or operator of the vessel may be beyond the reach of the creditor or damaged party. Another reason is because vessels frequently change their geographic location. Further, the debt or lien attaches to and follows the vessel (in most instances), even though ownership may change. The creditor has relied on the vessel, not the owner.

To protect itself, the law provides that a party aggrieved by a vessel may arrest and seize the vessel and hold it as security for the debt. This requires filing a Complaint for arrest and seizure in the Federal Court where the vessel is located. (This right applies to “vessels” as defined by the Courts. Vessels under construction are not subject to seizure.) These procedures are found in the Federal Rules of Civil Procedure and Special Admiralty Rules.

Once the Complaint is filed and approved by the Judge, orders are issued by the Court directing the U.S. Marshal to board and take control of the

vessel. Once seized by the U.S. Marshal, the vessel cannot be moved without court order. The Marshal will not usually interfere with the daily work of the vessel as long as its location does not change, meaning that the vessel stays within the jurisdiction and authority of the Court. Once seized, any other creditor can join in the proceedings and make its claim against the vessel.

Once its vessel is seized, the owner can procure its release by posting security sufficient to cover the obligation asserted. This is done generally by posting a bond or letter of undertaking. Once accepted, the vessel will be released.

If the owner does not provide security, the law provides that the creditor may by default or judgment against the vessel require that it be sold at an auction administered by the Marshal’s office. Proceeds will then be used to pay costs incurred in the seizure and keeping of the vessel and the various liens or debts lodged against the vessel. The liens or debts are ranked in priority as recognized by the courts and paid in that order.

These efforts can be expensive. However, once seized, the vessel owner in most instances promptly provides the necessary security and maritime commerce is rarely delayed for any significant time. In fact, usually the threat of seizure is sufficient to give the owner incentive to provide the necessary security.



*BY WILTON E. BLAND, PARTNER
MOULEDOUX, BLAND, LEGRAND &
BRACKETT.
504-595-3000 OR WWW.MBLB.COM*

World Trade Center News



The Ports of Louisiana Five-Year Capital Improvement Plan (2007-2011)

A Luncheon Briefing By

Joe Accardo, Jr.
Executive Director

Ports Association of Louisiana

Robert J. Scafidel
Executive Director

St. Bernard Port, Harbor & Terminal District
and President, Ports Association of Louisiana

Gary P. LaGrange
President & CEO
Port of New Orleans

Tuesday, April 17

12:00 Noon

(11:30 a.m. light lunch buffet)
29th Floor Executive Office
2 Canal Street, WTC

For more information or to register, click [here](#).



Registration and prepayment are required by April 13, 10:00 a.m.

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Rebuilding New Orleans: A Synopsis

Eighteen months after the devastating effects of Hurricanes Katrina and Rita, considerable progress has been made toward reviving the local economy. There is still a great deal more to be done, with many serious challenges and attractive opportunities ahead. The following linked reports and articles provide a current summary of recent results and the outlook in a number of key sectors of the economy.

For more information, [1st Stop's Category Index](#) provides additional news items, websites and databases (updated daily) for 31 economic and government-related categories.

America's Wetlands News

In preparation of Earth Day on April 22, Louisiana drivers are encouraged to purchase an America's WETLAND special license plate as a visible sign of their commitment to saving one of the most important ecological masterpieces - the state's disappearing coast.

Anyone with a vehicle registered in Louisiana can be support America's WETLAND by purchasing the special license plate now available through the Louisiana Office of Motor Vehicles. Those interested in obtaining the new license plates may visit the Louisiana Office of Motor Vehicles website <http://omv.dps.state.la.us/> to calculate the cost to convert your current plate to an America's WETLAND plate or to find the office near you. The license plate you purchase will support efforts to raise awareness about the critical need for Louisiana to develop a sustainable coast.

"Proudly displaying an America's WETLAND special license plate on your car is a great way to celebrate Earth Day," said Sidney Coffee, Chair of the Louisiana Coastal Protection and Restoration Authority. "Louisiana's wetlands are one of the most valuable and threatened areas in the world and by getting an America's WETLAND plate you are demonstrating your support for coastal restoration every time you take a drive.", said Coffee.

America's WETLAND - home to 79 rare, threatened, and endangered species and wintering habitat for more than 5 million waterfowl and songbirds - is vanishing from the coast of Louisiana. The area loses 24 square miles a year, or the equivalent of a football field every 38 minutes. America's WETLAND protects the nation's most important petrochemical complex and is vital to America's economic and energy security, as it produces and transports 30 percent of the nation's domestic crude oil and 34 percent of its natural gas.

"These plates will be a constant reminder that the fight to save coastal Louisiana is far from over and that we must keep this issue ever present in the minds of the public and policy makers," said R. King Milling, Chair, America's

WETLAND Foundation.

Since the first Earth Day more than 30 years ago, people around the world have been creating their own ways to celebrate Earth, to observe the beauty and vitality of nature planet and this year, it is Louisiana's turn. This year, Louisianans have a new way to help us turn back the tide of coastal land loss – by ordering our America's WETLAND special plate today!



The America's WETLAND Campaign, the largest, most comprehensive public education campaign in the State's history, was launched to raise public awareness of the impact of Louisiana's wetland loss on the state, nation and world.. To find out more about America's WETLAND: Campaign to Save Coastal Louisiana, visit www.americaswetland.com.

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STATE COMPREHENSIVE COASTAL PROTECTION AND RESTORATION PLAN BUILDS CREDIBILITY FOR NATIONAL IMPERATIVE TO SAVE THE COAST

Based on years of work spanning two state administrations, Louisiana officials are finalizing work on the plan that serves as an overarching guide for comprehensive solutions for restoring and protecting America's WETLAND. "This conceptual plan is a significant step forward for not only Louisiana but the cause of natural resources sustainability in America," said King Milling, America's WETLAND Foundation and Coastal Commission Chair.

"We are saying with this plan that piecemeal approaches to solving one of our nation's most pressing concerns won't cut it and that Louisiana can lead the way for other world deltaic regions facing coastal crisis."

The master plan serves as a launching point for establishing new models of coastal engineering that takes into account natural processes along with built works to address problems. "We are dedicated to a comprehensive, systems approach, understanding that what we do in one area of this dynamic coast can impact other parts of the region," said Sidney Coffee, chair of the

Louisiana Coastal Protection & Restoration Authority. "We are charting new territory on a scale never before attempted and realize this is an example of how science can meet human and environmental needs in our attempt to outrace time as we fully integrate hurricane protection with coastal restoration efforts."

The America's WETLAND Campaign applauds the work of the state's planning team and hundreds of citizens and interested parties, scientists and engineers who have responded to calls for input on the plan. In the coming months as more specific plans emerge, the AW Campaign will work to keep coastal restoration advocates abreast of developments.

Welcome New Associate Members

PAL would like to welcome two new associate members this month:

The ArmorGroup Gulf Coast, LLC is an international security contractor located in Baton Rouge. They will be represented by Mr. Mark Hunter.

Sabine Surveyors, LTD is a marine surveying & consulting company locatewd in La Place, LA. They will be represented by Mr. David Pereira.

MARK YOUR CALENDARS

April 11-12, 2007 – Governor's Conference on Economic Development – Baton Rouge - <http://www.lagovconf.com/>
April 25-27, 2007 – PAL Annual Conference – Kenner, LA
April 27, PAL Board Meeting – Kenner, LA
May 14th – Ports Day at the Legislature
May 14th – PAL Legislative Reception
May 15th – PAL Board Meeting -
June 12, 2007 – Millennium Port Authority – 10am – DOTD 3rd floor conf. Rm.
September 11, 2007 – Millennium Port Authority – 10am – DOTD 3rd floor conf. Rm.
December 11, 2007 – Millennium Port Authority – 10am – DOTD 3rd floor conf. Rm.

