

NEWS FROM THE DOCKS



ASSOCIATION OF LOUISIANA

Louisiana Ports Deliver

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Message from the PAL Office

PAL is pleased to announce that its efforts to secure funding to accomplish its Strategic Economic Development Plan for Louisiana Ports have been successful. After many months of application development and submittal, PAL has managed to bring together a coalition of federal, state and local agencies to work with us to define a place for ports in Louisiana's economic future. We are very indebted to the US Dept. of Commerce, Economic Development Administration, the Louisiana Economic Development and LA DOTD for the part they are playing. In addition our port members, through PAL, will contribute to the project.

Many of you have been asking how PAL will proceed with the project. During the month of August, we will initiate an open and competitive consultant selection process. Our goal is to complete this process by the end of September. We plan to follow established state procedures for advertising and awarding contracts. Please contact this office if you need additional information.

PAL is also very pleased with legislation that resulted during the past legislative session. There is more detail in the Legislative Update section but generally, PAL did quite well in securing additional funding for Louisiana ports. Joe Accardo worked tirelessly to assure that ports were well represented during the session and our success is greatly due to his efforts.

We have also nearly completed development of a marketing brochure for Louisiana ports. It will be a tri-fold, pocket sized document with general information about PAL and our port members. This should be available in a few weeks. As usual, PAL turned to Karen St. Cyr with the Port

of Greater Baton Rouge for her guidance in this effort. She has so much experience in document development and she is a valuable resource for PAL. We appreciate the Port of Greater Baton Rouge allowing Karen to devote some of her time to our endeavors.

PAL welcomes two more new associate members this month. Our numbers continue to grow and we encourage you to help us spread the word about PAL. If you are interested in joining, please contact me, Dot McConnell, at 225/334-9040.

Message from the Executive Director & Legislative Update



PAL would like to express our appreciation to Governor Blanco and her cabinet, particularly Com. Jerry Luke LeBlanc, DOTD Secretary Johnny Bradberry, and LED Secretary Mike Olivier for their support in helping us to obtain additional funding for port infrastructure development during the legislative session.

The Ports Association of Louisiana approached the Legislative Session and the Blanco administration with two goals for increased funding. The first goal was to secure additional funding for the 2007-2008 Port Construction and Development Program (PCDPP).

That program has \$64 million in recommended projects. With an anticipated annual funding level of \$20 million, it would have taken over

three years to initiate all of those projects, creating an impossible situation for Louisiana ports. PAL representatives met with Gov. Blanco and Com. of Adm. Jerry Luke LeBlanc, as well as DOTD Secretary Johnny Bradberry and Secretary Mike Olivier, to request that in addition to the budgeted \$20 million, an additional \$42 million be appropriated from the surplus state funds.

After multiple communications and meetings with members of the Legislature, which resulted in strong support for the additional \$42 million appropriations, HB. 765 was enacted into law and appropriated \$42 million from the state's surplus to the PCDPP. On the House side, PAL had strong support from the Transportation committee and particularly its Chairman Roy Quezaire, and Appropriations Committee Chairman John Alario and the entire Appropriations committee. In the Senate, the Transportation Committee and its Chairman, Noble Ellington were very supportive of our efforts.

Additionally, HB 2, the Capital Outlay Bill, included \$25 million for the PCDPP, an increase of \$5 million as a result of the recommendations of Secretary Bradberry. This would make a total of \$67 million available for the 2007-2008 PCDPP approved projects.

The second goal of PAL was to secure support for long term increased funding of \$40 million annually for the PCDPP as recommended by the PAL Five Year Capital Improvement Plan, DOTD's Intermodal Transportation Plan and the Report of the Maritime Advisory Task Force.

PAL supported the efforts of the Good Roads Association to secure new funding for the Transportation Trust Fund (TTF), by supporting legislation to shift sales and use taxes on vehicle sales from the general fund to the TTF as included in HB 722 by Rep. Quezaire and Sen. Ellington. The PCDPP currently receives \$20 million annually (\$25 million this year- as explained above) from the TTF. In the division of the funds as provided in HB 722, the PCDPP would have received 7% of the sales tax funds to be shifted to the TTF, or the equivalent of \$25 million of additional funding from the TTF for a total of \$45 million annually.

The bill which had a fiscal note of approximately \$380- 400 million, was amended

in the Appropriations committee to make it effective on July 1, 2008 and sunset on July 1, 2010, giving the new legislature and governor the opportunity to budget for the shifting of funds. The bill was strongly opposed by the Blanco administration on grounds that it would cause problems for future funding of education and health care. Nevertheless the House passed the bill with 103 votes in favor, and no votes opposed. The bill was then referred to the Senate Finance Committee, where it was eventually deferred with the same reasoning as put forth by the administration.

Additionally, Sen. Reggie Dupre introduced SB 146 to create the Windfall Highway, Infrastructure and Protections (WHIP) fund, a bill he had also introduced in the special session. That bill redirected a portion of the revenue from mineral production, which by constitution is deposited into the Budget Stabilization Fund until it reaches a constitutionally mandated level. At that point the surplus is deposited into the general fund. The bill provided that 25% of the surplus during 2008-2009 fiscal year, and 50% the following fiscal year, be deposited into the WHIP fund. The bill provides that of the funds deposited into the WHIP fund, 30% are to be deposited into the Coastal Protection and Recovery fund and 70% are to be deposited into the TTF with 10% of that funding designated for the PCDPP. This would result in approximately \$4-5 million in 2008-2009 and \$9-10 million in 2009-2010 of additional funding for the PCDPP. This bill will also sunset in July 2010. This bill passed both houses and awaits action by Governor Blanco.

In addition to the above, several ports received funding for port projects in the Capital Outlay bills HB 2, 3, 765. Port of New Orleans received funding to begin the process of relocating the frozen chicken facility to the Mississippi River. The Port of South Louisiana, the Port of St. Bernard and the Port of Greater Baton Rouge all received funding for several projects including the Lower Mississippi River Security program matching funds.

In spite of this success in meeting our first goal, PAL will be back next session again trying to meet our second goal... to obtain a secure, stable and recurring funding source of \$40 million annually for port infrastructure development.

PAL appreciates all of the legislative, administration, port and associate membership support that we received during the session. YOU MADE IT POSSIBLE!

Corporate Member News

Port of Shreveport-Bossier

AAPA 2007 Communications Award

The Port of Shreveport-Bossier was announced as a winner in two categories of the American Association of Port Authorities' 2007 Communications Awards.

Selected for Awards of Merit in the Annual Reports and the Audio & Visual Presentations categories, the port will be recognized during the association's Port Awards luncheon Oct. 3 in Virginia. The luncheon is held to recognize achievements in communications, environmental improvement, information technology and facilities engineering.

Founded in 1912, the American Association of Port Authorities is a trade association that represents more than 150 public port authorities in the United States, Canada, the Caribbean and Latin America, according to its Web site, www.aapa-ports.org.

Port of Lake Charles

Pulp Finds New Home at the Port of Lake Charles

Lake Charles Cargo Terminals (LCCT), a Division of Gearbulk Shipping Ltd. announced recently at a special board meeting of the Lake Charles Harbor and Terminal District that Gearbulk will begin carrying wood pulp to the Port of Lake Charles. Mr. Anthony Damron, General Manager of the LCCT operation in Lake Charles addressed the seven member Board of Directors for the Lake Charles Harbor and Terminal District at the May 29th meeting.

“On behalf of LCCT and Gearbulk it is my pleasure to inform you that effective with the arrival of the M/V “Raven Arrow” at the Port of Lake Charles on June 26, 2007, Gearbulk’s inbound tonnage will increase due to the agreement reached between Gearbulk and Votorantim Celulose e Papel (VCP) to carry wood pulp from Paranagua, Brazil to Lake Charles, Louisiana.” said Mr. Damron. “There was a great deal of time and energy put into the

negotiation of this agreement and LCCT feels one major factor that convinced our customer to send their wood pulp to Lake Charles occurred after visiting the Port’s facilities and walking through the new transit sheds #16 & #17(which total 200,000 square feet). VCP representatives were impressed with the new facilities, plans for future development and attitude at the Port of Lake Charles” he went on to say.

VCP is located in Sao Paulo, Brazil, and has a US office in Baltimore, MD. The wood pulp is manufactured using wood fiber from managed plantation operations. After the wood pulp is received in Lake Charles, under the direction of LCCT, Lake Charles longshoremen will transfer the pulp from transit sheds into rail cars, which will be delivered to the end user in the State of Oregon.

Mark Abraham, President of the Lake Charles Harbor and Terminal District said, “This is very exciting news for the Port of Lake Charles and Gearbulk, this announcement really does give validation to the strategic capital plan developed and presented to the Board by Adam McBride, our Port Director. Modern and efficient facilities make it possible for steamship lines like Gearbulk to entice additional cargos to the Port. It is our understanding that starting with the arrival of the Raven Arrow, Gearbulk expects to carry about 10,000 to 15,000 metric tons of pulp into Lake Charles through the end of this year. However, for the shipping period of 2008, Gearbulk tells us it will carry 60,000 to 90,000 tons of pulp to Lake Charles; an increase of over 40% in total annual volume of cargo carried by Gearbulk into Lake Charles. Expanding the Port’s cargo base through diversification of cargo will assist the Port with future growth,” Abraham added.

Gearbulk is an international shipping company providing high quality transportation and logistics services for various industrial sectors. The company is a leading carrier of unitized forest products and non-ferrous metals, and operates the world’s largest fleet of open hatch gantry craned (OHGC) vessels, controlling approximately 35% of the world’s OHGC vessel capacity. With two traveling gantry cranes serving perfectly box shaped holds, these vessels are specifically designed and equipped to transport unitized cargoes. Gearbulk conducts operations on a worldwide basis through a network of offices located in 16 countries and

using over 500 agents. Gearbulk employs about 270 staff in representative and branch offices. The North American headquarters is located in Tampa, Florida.



The Lake Charles Harbor and Terminal District is the 12th largest Port District in the United States and is located on the Calcasieu Ship Channel in Southwest Louisiana. The Lake Charles Harbor and Terminal District is governed by a seven member Board of Commissioners. To learn more about the Port of Lake Charles and the surrounding area, visit the Port's website at www.portlc.com.

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Newly Elected Board Officers

The Lake Charles Harbor and Terminal District at its June meeting elected a new slate of officers for 2007/2008. The seven member Board elected the following officers; Mr. Davidson Darbone, president, Mr. Harry Hank, vice president and Mr. Stephen Hebert, secretary/treasurer. The offices took effect July 1, 2007.

Mr. Darbone was appointed to the District's Board in October of 2005 and is the president of Grand Oaks, Inc. of Lake Charles. David worked for PPG Industries for 17 years until 1995. He is also currently the president of the local Home Builders Association, a board member for the Louisiana Association of Home Builders, a member of the Lake Charles Kiwanis North, and All Coming Together (ACT). Mr. Darbone is the first African-American elected to serve as president of the Board of Commissioners to the Lake Charles Harbor and Terminal District.



Davidson Darbone, President Lake Charles Board of Commissioners

Mr. Hank was appointed to the Board in September 2004 and has resided in Lake Charles, LA, since 1971. He earned a BS in Chemical Engineering at the Missouri School of Mines and Metallurgy. Harry retired from PPG Industries in 1998 after 37 years of service as a Works Manager at the Lake Charles facility. He has been actively involved in community service both before and since his retirement.

Mr. Hebert of Westlake, LA, was appointed to the board in February 2007 and started his working career in 1970 with "3001" the Geospatial Company. Stephen was named as a Director of "3001" in 2001, and in 2004 he was named president. He managed the first federally funded countrywide GIS programs for property ownership mapping, which included one of the first commercial applications of Global Positioning System (GPS) surveying. He also managed the first all digital, comprehensive river charting project for the U.S. Army Corps of Engineers and the first statewide digital orthophotography mission for the U.S. Geological Survey and the State of Louisiana. In the late nineties, Mr. Hebert implemented a newly designed airborne Light Detection and Ranging (LIDAR) sensor created for "3001", and supervised "3001's" pioneering efforts in the market of digital photogrammetric mapping cameras.

Port of South Louisiana

AAPA 2007 Communications Award

The Port of South Louisiana was awarded an Honorable Mention Award by the American Association of Port Authorities for its 2006 Annual Report. The entry was submitted in the association's 2007 Communications Awards Competition and was among six other winners in the annual report category.

“This was the first-ever annual report published for the Port of South Louisiana, and we are very proud to have been acknowledged by AAPA for our efforts,” said Joel Chaisson, Port of South Louisiana Executive Director. “2006 was our best year in over a decade in terms of throughput tonnage, as well as job creation and investment by companies at our Globalplex Intermodal Terminal, which was communicated in this report” he added.

The annual report was developed in-house by the Port’s business development staff including content, layout and graphics.

The AAPA holds the annual competition to provide recognition and feedback to its member ports on their communications efforts. A team of 32 communications professionals from the Washington, DC-area reviewed each entry for appropriateness to audience and objectives, content, clarity, style, graphics, design, copy, photography and layout, cost effectiveness and overall effectiveness. This year there were 194 entries from 38 ports, and 82 winners in 13 categories.

Port Security News

Port Security News

The Maritime Transportation Security Act of 2002 (MTSA) was codified in 46 USC Chapter 701 with specific regulations published in 33 CFR 101 through 106 as follows:

- 33 CFR 101 Maritime Security: General
- 33 CFR 103 Maritime, Area Maritime Security
- 33 CFR 104 Maritime Security: Vessels
- 33 CFR 105 Maritime Security: Facilities
- 33 CFR 106 Maritime Security: Outer Continental Shelf Facilities

Many Louisiana ports and maritime facilities fall under these guidelines. Facilities requiring a security plan include those with cruise ship and ferry terminals, barge fleeting areas, designated dangerous cargo waterfront facilities, hazardous gas facilities, oil facilities, and facilities that receive foreign cargo vessels greater than 100 gross register tons. There is a \$25,000 penalty for not having a security plan when required.

This is a good time to review your Facility Security Plan as to necessity, accuracy and ability to accommodate new Transportation

Worker Identification Card (TWIC) regulations. TWIC will be needed for all unescorted people within the port’s security perimeter (Secure areas) except for specially designated public and passenger areas. Greater escort requirements exist for Restricted areas within the port Secure area. TWIC will be available soon after testing in Wilmington Delaware, and will be needed at all ports not later than September 2008.

There will be some federal Port Security Grant funding available this fiscal year, which could be used to design and establish the infrastructure for TWIC readers at port access points. The grants require 25% non-federal match for the projects and cannot be used for maintenance and operations of security equipment.

Contact PAL Security Committee members with questions.

Ned Peak, PE peake@portno.com

Legal News



M/V TESTBANK RULE REVISITED

A couple of years ago I reported on the rule enunciated by the United States Fifth Circuit Court of Appeals in 1985 in the case of *Louisiana ex rel. Guste v. M/V TESTBANK*, 752 F.2d 1019 (5th Cir. 1985), which mandates that in order for an aggrieved party to recover for economic loss suffered as a result of an unintentional maritime casualty, that party must demonstrate that it has sustained actual physical damage to its property.

Recently the Fifth Circuit revisited this rule in the matter of *In re: Taira Lynn Marine, Ltd.*, 444 F.3rd 371 (5th Cir. 2006). A tug and its tow owned by Taira Lynn allided with the Louisa Bridge in St. Mary Parish. Unfortunately, the barge was carrying a gaseous mixture of propylene/propane which discharged into the air as a result of the allision. In response, the Louisiana State Police ordered a mandatory evacuation of all businesses and residences within a certain radius of the Louisa Bridge. As might be expected, litigation ensued. Several hundred claims were filed on behalf of businesses, business owners and residents affected by the discharge and evacuation, as well as the closing and interruption of the use of the

bridge which for some was the only means of ingress or egress from Cypremort Point.

After discovery, Taira Lynn, and the State of Louisiana as owner of the bridge, filed Motions for Summary Judgment on the grounds that claimants who had not sustained any physical damages and whose only claim was solely for economic loss were barred from recovery. Those claims alleging direct property damage and/or personal injury as well as economic loss were not included in the Motions. In addition to bringing their claims under the General Maritime Law, the businesses and business owners brought claims under the Oil Pollution Act of 1990, the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) and Louisiana State Law.

The trial court denied the Motions for Summary Judgment reasoning that the claims were confined to a limited geographic region and that the claimant's were making commercial use of the bridge. The trial court endorsed a "geographic exception" to the rule barring recovery for economic losses absent physical damage.

On appeal the Fifth Circuit reversed and held that even though the losses sustained may have been foreseeable due to the damage to the bridge, the fact that the plaintiffs did not sustain physical damage to their own property as a direct result of the allision prevented their recovery.

The Court of Appeals divided the claimants into three groups, the first group being those who alleged no physical damages, but were within the geographic area affected by closure of the bridge. The Court found that there was no evidence as to these defendants that the gas physically damaged their property or caused any personal injury. Additionally, with regard to plaintiff's allegation that Louisiana State Law should apply, the Court specifically stated that maritime law denies recovery to non-proprietors for economic damages and that to allow state law to supply a remedy when one is denied in admiralty would serve only to circumvent the maritime law's jurisdiction.

The second category of claimants were those claiming physical damages. One of these plaintiffs claimed that it lost eighty-eight boxes of crabs that spoiled in a freezer when law

enforcement shut off the electricity during the evacuation. Another claimed that products it manufactured had to be prematurely terminated and it was not able to sell the products due to the loss of power. Contrary to the District Court's conclusion, the Fifth Circuit found that neither of these claimants suffered physical damage as a result of the allision. It found that the crabs spoiled because electricity was turned off during the evacuation, not because of contact with the barge, the bridge, or the gaseous cargo. The Court took a very narrow view of the circumstances and found that here the allision did not physically cause the disruption in electrical power and did not physically impact the production factory's facilities.

The Court continued and found that even if it were to conclude that the plaintiff's inability to sell their products qualified as physical damages for the purposes of the Testbank Rule, they would not be able to recover because the damages were not foreseeable. The Court defined a harm to be the foreseeable consequence of an act, if harm of a general sort to persons of a general class might have been anticipated by a reasonably thoughtful person as a probable result of the act or omission considering the interplay of natural forces and likely human intervention. Here the barge allided with the bridge causing the release of gas which resulted in a mandatory evacuation during which the law enforcement officials turned off the electricity. The Court concluded that the spoiling of the crabs and the premature shutdown of the factory due to the evacuation and loss of electricity were simply not foreseeable results of the release of the gaseous cargo.

Lastly, the Court ruled that claims under the pollution statutes were, in fact, claims for economic loss and were thus barred.

This case, I would suggest, stands for the proposition that the Testbank Rule is strictly enforced and that incontrovertible evidence of foreseeable physical damage to property is required before recovery will be awarded.



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Rare Marine Sighting

Rare "PINK DOLPHIN" Photos

An extremely rare and beautiful "pink dolphin" was spotted and photographed by Capt. Erik Rue of Calcasieu Charter Service on June 24th, 2007 during a charter fishing trip on Calcasieu Lake south of Lake Charles, LA.

It appears to be an uncanny freak of nature, an albino dolphin, with reddish eyes and glossy pink skin. It is small in comparison to the others it is traveling with and appears to be a youngster traveling with mama.



Expectations are high that this amazing mammal will be seen again. It was in an area frequented by dolphins and one confirmed report has it being spotted at least a month earlier in a nearby location. (taken from <http://www.calcasieucharters.com/>)

America's WETLANDS News

COASTAL EROSION NOT JUST LOUISIANA'S PROBLEM

Ducks Unlimited Welcomes Coastal Advocates in Fight to Save America's WETLAND

At Mud Island Park, Ducks Unlimited representatives, Memphis port leaders, and state and local elected officials greeted a group traveling up the Mississippi River to bring a message of caution for the 31 states of the Mississippi River Basin: Louisiana's vanishing coastline signals an alert to the nation.

Representatives from area Congressional offices joined Shelby County and city officials in welcoming the America's WETLAND Foundation, the Women of the Storm and the Louisiana Coastal Protection and Restoration Authority (CPRA) to Memphis, their first stop. The initiative was launched on May 31, the cusp of hurricane season, with an event at the Port of New Orleans.

These coastal advocates have joined forces to spread the word of how Louisiana's coastal land loss affects states whose security and economy are tied to the Mississippi River.

"As the Executive Director of the Port of Memphis, I understand how the people of Memphis and our nation's economy are both tied to the Mississippi delta," said port chief Donald C. McCrory. "As a past State Chairman of Ducks Unlimited, I am keenly aware of the ecological significance of losing precious wetland habitats that support waterfowl and many other species."

Ducks Unlimited has partnered with the Women of the Storm and the America's WETLAND Foundation to demonstrate the impact Louisiana's coastal wetland loss has on Memphis, the nation and the world. Annually, as many as 10 million ducks, geese and other birds migrate south through the Mississippi and Central flyways to spend the winter along the Louisiana coast and points south.

"Many people don't realize the importance of the old-fashioned notion of working together," said Anne Milling, founder of Women of the Storm, a non-political, non-partisan group of diverse women from metropolitan New Orleans and south Louisiana who join to draw attention of Congress and national opinion leaders to the region.

"But when Hurricanes Katrina and Rita hit Louisiana in 2005, we called on our nation's leaders to personally view the tragedy. It was not only about the thousands of lives in Louisiana that were affected, it was also about fuel prices and domestic energy security. It was about our country's supply of seafood. It was about one of the richest national areas for migratory birds and other species. All Americans were - and continue to be - affected by the storms and their aftermath. We came to Memphis to illustrate

how closely all of us who depend on the Mississippi River are linked."

The critical habitat of coastal Louisiana is disappearing at the alarming rate of a football field every 38 minutes, threatening not only waterfowl populations but also more than 70 rare threatened and endangered species that live there.

In the race against time to save North America's wetlands, Ducks Unlimited has launched one of the largest wetlands conservation campaigns in history, designed to raise \$1.7 billion by 2011 to conserve North America's wetlands for future generations. "To lose thousands of acres of coastal Louisiana marsh would be devastating to this continent's waterfowl and the people who depend on these marshes for their livelihood and enjoyment," said Ross Melinchuk, director of public policy for Ducks Unlimited. "We work with the America's WETLAND Campaign to save these vital natural treasures, and we don't want to have to describe wetlands to my future grandchildren. We want to be able to show them these wonderful places."

Both the America's WETLAND Campaign and Ducks Unlimited have worked with Shell to extend messages of conservation and wetland protection. Shell sponsored the completion of the America's WETLAND Birding Trail, connecting trails along the Gulf Coast in Texas and Mississippi, and the company has supported wetland restoration with Ducks Unlimited. "Shell's commitment to a sustainable coast comes with the belief that habitat restoration and protection will ensure that the magnificent wildlife of the Mississippi River region will grow and prosper," said Mary Margaret Hamilton, Shell social investment manager. "Healthy wetlands are good for both people and animals, and Shell will continue to make it a focus of our cause-related work."

In the recent legislative session, Louisiana also passed historic measures that will have broad national impact on ecosystem restoration and hurricane protection. "The Louisiana legislature unanimously approved a comprehensive master plan for coastal restoration and protection," said Sidney Coffee, CPRA Chair. "Our state is committed to protecting the resources of the Mississippi Delta - the valuable animal and marine habitat and the critical infrastructure that provides more than 80 percent of the domestic offshore oil and gas supply for our nation.

America depends on Louisiana's coast for its energy, its navigation, its fisheries and its wildlife habitat. We are truly all connected."

Beyond catastrophic wetland loss, the devastation left in the wakes of Hurricanes Katrina and Rita in 2005 resulted in economic and energy disruptions up and down the Mississippi River. The continuing disappearance of Louisiana's coastal wetlands, which act as a natural hurricane buffer, is directly tied to America's economic and energy future as well as commercial and conservation interests along the Mississippi. The event at Mud Island illustrated the linkages of Mississippi River Basin states and the importance of protecting the coastal wetlands as a vital part of the river system.

"Women of the Storm" is a non-partisan non-political alliance of Louisiana women whose families, businesses and lives were affected by Hurricanes Katrina and/or Rita. Members are culturally, socially and economically diverse. Bound by their passion for their communities, Women of the Storm educate the elected leadership of this country about the urgent needs of the areas affected by Hurricanes Katrina and Rita for safe and secure neighborhoods and communities. The group offers educational tours, data and personal stories about families whose lives have been forever altered by the 2005 hurricane season. For more information on the Women of the Storm visit www.womenofthestorm.net.

The America's WETLAND Foundation runs the largest, most comprehensive public education campaign in Louisiana history. The Campaign was launched to raise public awareness of the impact of Louisiana's wetland loss on the state, nation and world. The initiative is supported by a growing coalition of world, national and state conservation and environmental organizations and has drawn private support from businesses that see wetlands protection as a key to economic growth.

NOAA



A survey team working under contract to NOAA will start survey operations in the vicinity of SW Pass and Marsh Island the week of July 2. The survey team, initially working out of Cypremort Point, will be working at first in the area marked

Sheet A in the attached graphic.

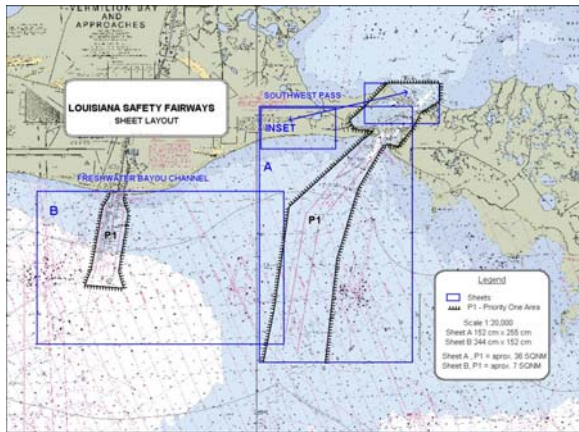
During the project, a number of survey boats will be working throughout the full project area shown in the graphic. Navigation, shrimping, other commercial fishing and recreational boating should be aware of the survey operations and take caution. The project will take several months to implement. Both sidescan and multibeam sonar will be used for updating of charts, acquisition of new bathymetry of the area and for the detection and investigation of wrecks and hazards.

Questions or information on this project can be made by contacting this office.

Priority 5 deals with critical infrastructure management and maritime security solutions. They are located in Baton Rouge and will be represented by Mr. Tom Tierney.

MARK YOUR CALENDARS

August 2, 2007 - PAL Monthly Meeting, 10AM, Richmond Suites, Baton Rouge
August 30, 2007 - PAL Monthly Meeting, 10AM, Port Fourchon
September 11, 2007 - Millennium Port Authority - 10am - DOTD 3rd floor conf. Rm.
December 11, 2007 - Millennium Port Authority - 10am - DOTD 3rd floor conf. Rm.
March 12 -14, 2008 - PAL Annual Conference, Shreveport, LA



Welcome New Associate Members

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

3001 Inc. of Slidell, Louisiana is a geospatial design group. Mr. Carter Christopher will represent them.

