

# NEWS FROM THE DOCKS



*Louisiana Ports Deliver*

ASSOCIATION OF LOUISIANA

April 2012  
Volume 13, No.4

## Message from the PAL Office

Many of you have been asking when our new Economic Impact Study will be released. At the present time, PAL is hoping to present the document to the legislature in mid May and will release it to the public to coincide with that effort. It will be posted on our website at approximately the same time. I would suggest you watch [www.portsoflouisiana.org](http://www.portsoflouisiana.org) for additional information. In the mean time, we continue to make minor modifications.

The PAL office would like to encourage you to become an associate member. The annual membership fee is only \$350. With a membership, you are invited to our monthly meetings, have your business appear on our website with a link to yours, can submit articles to appear in our monthly newsletter and you have an opportunity to meet all of Louisiana's port officials. For more information visit our website and click on the link to "Join".

## Legislative Update

### LEGISLATIVE

The Regular Session of the Legislature is well into its third week, with emphasis on education, retirement and budget issues. The last date to file bills is 6pm April 3<sup>rd</sup>. To date 1754 bills have been introduced. The Appropriations Committee continues to hold hearings to determine how to cut \$875 million from the stand still budget.

Senator Conrad Appel has worked for several years to find a method to increase International Trade through Louisiana. ports. He has

introduced SB 723 which creates the Louisiana International Trade Initiative agency within LED. The proposed bill will create a governing Board made up of several state department representatives, deep water and inland port representatives and business promotion organizations. It will have a mission of:

- (1) Develop/coordinate/implement a comprehensive Master International Trade Plan,
- (2) Develop and execute a coordinated planning and marketing of all private interest and international ports and the state including DOTD, Dept of Agriculture, Culture Recreation & Tourism , other Federal or state agencies involved in International commerce.
- (3) Establish criteria for projects to be included in and approved for a Master Plan and setting priorities. The Board will have multiple additional functions.

It will have a mission of developing a list of maritime infrastructure which would facilitate international trade and source of funding.

PAL will provide a more detailed analysis of the bill and its affect on the Port Priority Program and Capital Outlay as the bill proceeds through the process.

### PORT PRIORITY PROGRAM

The Public Hearing on the Port Construction and Development Priority Program was held by the Joint Committee on Transportation Highways and Public Workson February 29, 2012. The Committee received the 2012-13 Recommended Construction Program.

The Capital Outlay bill contains a \$19.7 million appropriations for the Port Priority Program.

The Capital Outlay bill also contains approximately \$17 million in priority 1 for various projects at several ports. There are additional appropriations for port related projects to DOTD and LED for roads, channels, and rail.

In the Port Priority Program there are 8 continuing projects from prior years requiring \$57.176 million for completion creating or retaining 1,674 jobs and providing \$981.758 million in benefits. This fact indicates that the \$19.7 million will partially fund the continuing projects, however leaving a balance of \$37.258 million.

There are 4 new projects in the 2012-13 program which will require \$26.3 million, creating or retaining 1,880 jobs and \$171.304 million in benefits.

The continuing projects and the new projects will require \$63.555 million for completion. If only \$19.7 million are appropriated annually to the program, the math is clear that it will require 3 plus years to fund the 8 continuing and 4 new projects. Any new applications during subsequent years will add to the total amount required and the funding problem for the program.

Dr. James Richardson has been selected by DOTD as the economist for the Port Priority Program. His services will be utilized through the existing contract with the University of New Orleans, which will end on June 30, 2012. At that time DOTD must undertake the process to select an economist for a longer term.

#### **HYDROKINETIC GENERATOR SB 257**

The Office of Mineral Resources (OMR) adopted the revised rules incorporating several requested changes by Ports and DOTD which will allow for Port to more efficiently review applications for permits for Hydrokinetic Generators. .

Senator Jody Amedee has introduced SB 257, which will allow ports to seek reimbursement for actual expenses incurred by ports in determining if the generator location may be a hindrance to navigation and commerce.

The Senate Natural Resources Committee has reported the bill favorably to the Senate and the bill may be heard this week unless the Senate takes up the Education related bills.

#### **DESIGN –BUILD FOR PORTS HB 652**

Representative Walt Leger has introduced HB 652 to permit ports to utilized Design Build. The bill was heard by the House Transportation Committee and reported favorably to the House. The bill is scheduled to be considered by the House on April 3<sup>rd</sup>. The current status of the bill provides for a pilot program restricted to a total of 10 projects with a sunset date of December 31, 2015.

HB 652 passed the House without debate 94 yeas to 0 nays. It will be assigned to Senate Transportation.

#### **PORT LEASING—HB 384**

This bill by Rep. Danahay changes the law by removing the requirement for advertising of a Public Notice before entering into a leasing agreement. It impacts some inland ports which may not already be exempted by the enabling legislation. It was reported favorably by the House Transportation Committee and is scheduled to be considered by the House Consent calendar on April 5<sup>th</sup>.

#### **COASTAL PROTECTION AND RESTORATION –2012 PLAN—**

The Maritime Focus Group was formed by the Coastal Protection and Restoration Authority early in 2011 to provide an opportunity for navigation interest to comment relative to the draft 2012 Coastal Master Plan. The plan includes approximately 285 projects costing approximately \$50 billion as outlined by Mr. Reinhardt at the February PAL meeting.

The Focus Group has met 4 times with Kirk Reinhardt and his staff .The purpose of the focus group was to allow the exchange of information as to how navigation and ports located within the coastal zone may be impacted by the master plan projects. Additionally, Mr. Reinhardt presented the draft plan to PAL at its February meeting. At the request of Mr. Reinhardt, PAL has provided the CPRA staff with data on the

economic importance of ports located in the coastal zone. The economic information was extracted from the Ports Economic Study. All of the deepwater ports, coastal ports, and several inland ports are in the Coastal Zone.

The plan was submitted to the Legislature on March 26, 2012 and will be under consideration by the Legislature for adoption.

PAL has been asked to endorse the Plan and at its meeting of April 5<sup>th</sup>, voted to do so..

### **PORTS OF LA. ECONOMIC STUDY**

Dr. Richardson's study has been received and distributed to the membership.

PAL is currently utilizing the services of The Communication Institute to write a PowerPoint to present the study in a summary format. Dr. Richardson has agreed to assist with presenting the study to the senior staff of DOTD, LED and the Executive Department.

### **PORT TAX INCENTIVES-**

The rules relative to the Import/Export Tax incentive have not been adopted as LED continues to review the data provided by the Port of New Orleans to support the economic conclusion that the state will not have a net loss of revenue upon implementation of the tax credit. Because of the Fiscal Session limitations no amendment can be offered to legislative adjust the Port Tax Incentives.

The Infrastructure tax credit rules have been implemented.

### **HARBOR DREDGE FUNDS**

PAL is a member of the Big River Coalition and it continues to support the efforts to secure adequate funding for dredging of navigation channels in La. and the nation.

Through the Big River efforts and the La. Congressional delegation, recently Congress enacted legislation to deal with Mississippi River Flood damage and provided additional funding for dredging the lower Mississippi River. This will allow the channel to be maintained to the authorized depth during 2012. PAL continues to support the legislation to

require the use of the Harbor Maintenance Tax for dredging of harbors and channels.

The long term solution to dredge funding is requiring that all of the Harbor Maintenance Tax be utilized for harbor dredging and maintenance as provided by the Realize America Maritime Promise Bill (RAMP ACT) by Congressman Boustany and supported by the La. Congressional delegation, and more than 100 other Congressmen. However, to date the efforts to pass the legislation have not been successful.

**DOTD and the Department of Natural Resources**, with participation for PAL and ports, continue to draft a Memorandum of Understanding relative to DNR permit requirements for "economic justification" and "beneficial use" of dredging in the Coastal Zone.

The ultimate goal of the MOU is to allow DNR to accept the Port Priority Program "beneficial use/economic justification" analysis of a Port Priority Program project, when a port applies to DNR for a permit to dredge in the Coastal Zone. The MOU will require that the port justify and document the expansion and development" or that it is a part of the Port Master Plan.

DOTD and DNR anticipate achieving an agreement during April 2012.



Joe Accardo  
Executive

### **Corporate Member News**

#### ***Port Fourchon***

The Greater Lafourche Port Commission is pleased to announce a \$500,000 investment from Shell Oil Company, received at the monthly board meeting in March. Shell representative Mary Grace Anderson, the Mars Development Manager, presented the check to the entire community on behalf of the Mars B Deepwater Platform Project. Shell's contribution is to be

used toward the Fourchon Beach Repair/ Re-nourishment Project, which will fortify the beachhead at Fourchon Beach and create a dune to provide critical storm surge protection for the Port Fourchon area.



“We are pleased to make this donation to support preserving this unique environment and protecting the port,” Anderson said, “as well as enhancing the long-standing relationship Shell has with Port Fourchon. This investment will further Shell’s coastal restoration initiatives.”

The beach repair project, also known as the GeoTube Project, is estimated to cost about \$5.4 million. FEMA will fund about \$4.2 million to repair damage to the existing project caused by prior storms. The Port Commission will be responsible for the remainder of the cost, \$1.2 million. Shell’s contribution of \$500,000 will greatly enhance the port’s ability to fund the project as designed.

The geotubes, large tubes made of heavy-duty fabric that are filled with sand, will stretch 5,500 linear feet across Fourchon Beach at a height of six feet on a +2 elevation to fortify the beach head. Additionally, the geotube project will be completely covered with sand to create a dune built to a +10 total elevation. This dune will provide critical storm surge protection for an area that has been ravaged by multiple storms in the last decade.

Port Director Chett Chiasson said, “With FEMA not funding the total cost of repairing the beach project, the Port Commission was considering methods of reducing the project’s cost and perhaps its size. Shell’s generous contribution gives us the additional cushion we need to complete the project without minimizing the beach’s health or our port’s protection.”

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## *Port of New Orleans*

The Board of Commissioners of the Port of New Orleans elected Valerie Cahill chair. Cahill succeeds J. Wayne Mumphrey, whose term as chairman expired. Mumphrey will continue to serve on the Board as a commissioner. The Board also elected Commissioners Joseph Toomy vice chair and Daniel F. Packer, Jr., secretary-treasurer.

“I am thrilled to be leading the Board of Commissioners during this compelling time in the life of the Port and the New Orleans region,” Ms. Cahill said. “The Port is the region’s number one economic engine, and I will continue to work diligently to fulfill the Board’s goals to create jobs and create new economic opportunities.”



Cahill is an independent investment-financier and developer. A licensed general contractor, Cahill also earned certification through the International Program of Port Planning and Management.

She is one of two commissioners who represent Jefferson Parish on the board. She was appointed to the board by former Governor Kathleen Blanco in 2007.

Cahill has been extensively involved in civic and trade associations throughout the region. She was a member of the board of directors of the World Trade Center and is a member of Women’s Professional Council. Cahill is a Fellow of the Loyola Institute of Politics. She is a sustainer in the Junior League of New Orleans. She twice completed the Directors’ College program at Stanford Law School.

The Board’s commissioners serve five-year staggered terms and every nine months elect new officers. The unsalaried commissioners are appointed by the Governor of Louisiana from a list of three nominees submitted by local civic, labor, education and maritime groups. The Board reflects the three-parish jurisdiction, with four members from Orleans Parish, two from

Jefferson Parish and one from St. Bernard Parish. Other board members include John Fay, Gregory Rusovich and Scott Cooper.

**Associate Member News**

*Crescent Guardian, Inc.*



**Port Security Seminar and Exposition**

**July 18 - 20, 2012**

**Miami, FL**

Look for Crescent Guardian Inc (CGI Protects) at the upcoming American Association of Port Authorities expo in Miami, where we will be demonstrating some of our latest technology and services.

The popular seminar will address key security and safety challenges confronting public seaports, timely topics that incorporate the latest regulatory updates and current industry trends.

- Seaport Crime- Legal Issues and Jurisdictions
- TWIC implementation - Issues and Challenges
- Federal Round Table on Port Security
- Legal Liability Issues for Port Security Directors
- Emerging Trends in Port Security Technology

July 18-20, 2012

Miami, Florida

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**T. Baker Smith**



**T. Baker Smith Wins 2012 Best Employer Award**

T. Baker Smith (TBS) received the 2012 Best Architect/Engineering/Contractor (A/E/C) Employer Award at the 3rd Annual A/E/C

Industry HR Summit in San Francisco, California last week.



Pictured are Kenneth Smith, President and CEO of TBS, receiving the Best Employer Award with PSMJ executives

The Best Employer Award is awarded to five firms each year that demonstrate their employees are not just satisfied, but truly engaged and willing to put in discretionary effort on behalf of their firm. Best A/E/C Employer Award winners not only have highly engaged employees, but they keep their employees engaged by providing them with the kinds of professional career opportunities that come from a growing, profitable firm.

A group of qualified industry experts from PSMJ, a national industry consulting firm, chose T. Baker Smith based on the results of a 70-question employee survey that gauges, among other metrics: employee commitment, work culture, employee engagement in promoting overall firm success, employee development, leadership, firm communication, and hiring practices, as well as several financial/staff growth firm statistics.

Kenneth Smith, President and CEO of TBS, said, "TBS is humbled and excited to be among the best of the best employers in our industry. This is an affirmation to all of our dedicated staff, and I am honored to be associated with them."

The four other winners include Cobb Engineering Company, headquartered in Oklahoma, City, OK; Pape-Dawson Engineers, Inc., headquartered in San Antonio, TX; Raymond L. Goodson, Jr., Inc., headquartered in Dallas, TX; and Wallace Engineering Structural and Civil Consultants, Inc., headquartered in Tulsa, OK.

## Legal News



### **PASSENGER VESSEL RESPONSIBILITY**

In recent months the cruise industry has been in the headlines. Not so much due to the lifestyle of fun, luxury and glamour which is the trademark of the brand, but due to casualties that have resulted in loss of life and injury.

Forty-five years ago, in 1967, the United States Congress passed legislation to protect the interests of those persons sailing on commercial vessels used in the passenger trade. The initial House Bill was introduced in 1965 with the intent to provide passengers a means of recovery in the event that their cruise was cancelled or otherwise interrupted due to financial insolvency of the cruise ship owner. Then in late 1965 and early 1966 two foreign flagged cruise ships with U.S. citizens onboard caught fire in the Caribbean. One fire resulted in the death of ninety passengers, causing Congress to become increasingly concerned for the safety of the American traveling public and lack of industry safety concerns. Then President Johnson ordered several executive agencies, including the Department of Commerce, Maritime Administration, State Department, Treasury Department, U.S. Coast Guard and the Federal Maritime Commission to collaborate in creation of legislation to not only protect the financial interests of passengers who have lost the cost of their tickets in the event of the vessel owner's insolvency, but to also protect the financial interests of passengers who are killed or injured. After lengthy debate, the Act, known as the Passenger Vessel Financial Responsibility Act, became law. 46 Code of Federal Regulations 540.

The modern cruise industry bears little resemblance to that which existed in 1967. Since the 1970's the cruise industry has experienced an increasing popularization, becoming a major part of the tourism sector, and reaching a level of enormous significance world

wide as an economic factor. It has matured and is one of the most outstanding examples of globalization, with an increasing number of ports of call and new destinations around the globe, multinational clientele, and new vessels whose size and passenger capacity was not imaginable twenty years ago. The industry has made the cruise the vacation of choice for those who would not have considered it in past decades. As a consequence, the Act is more relevant than ever.

The Act consists of two parts. Subpart A provides the passenger with financial security in the event that the vessel owner ceases operations due to insolvency or otherwise and the passenger's cruise (for which he has already paid) is cancelled or interrupted. Subpart B provides the passenger with similar financial security should he be injured or killed while on the voyage and the vessel owner claim financial hardship.

To provide this security, the Act requires persons in the United States who arrange, offer, advertise, or provide passage on a vessel having berth or stateroom accommodations for fifty or more passengers and embarking passengers at U.S. ports to provide proof of financial responsibility that is filed with the Federal Maritime Commission. Such a passenger vessel may not call on U.S. ports unless it has filed an application with the Federal Maritime Commission which demonstrates it has the financial ability to respond to passenger's claims. By its application, the vessel owner is guaranteeing that it has the financial wherewithal to respond to its passenger's claims. The guaranty is backed by proof of either insurance, a surety bond, self-insurance or an escrow account. The amount of the guaranty depends on the number of passenger accommodations aboard the vessel and evidence of the owner's passenger revenue collected in the two prior fiscal years. After its analysis of the application, if the FMC finds that the cruise line's proof of financial solvency is backed by the appropriate security, it will issue Certificates of Performance and Casualty to the owner. Only then will the cruise line be allowed to call on U.S. ports and take on passengers. Should a passenger have grounds to make a claim against the cruise and the cruise line is out of business or otherwise unable to or refuses to respond, the passenger can contact the FMC to procure the

information necessary to make his claim against the guaranty or security posted by the owner.

The Act makes no distinction as to the citizenship of the passenger or the flag of the ship. Any person who embarks on a voyage from a U.S. port aboard a ship of any nation is protected. The security or guaranty to reimburse the passenger for non-performance or indemnification due to injury or death remains outside the reach of the bankruptcy courts. In other words, insolvency of the cruise line does not constitute a defense to the insurer that has provided the guaranty and the insurer agrees to pay any unsatisfied final judgments obtained on such claims.

Subpart B is more expansive in the class of individuals who may be covered by the guaranty. It provides that the security posted must be sufficient to meet any liability which may be incurred for death or injury to passengers and "other persons" on voyages to or from U.S. ports. Unfortunately, the Act does not define "other persons" with any degree of certainty. This raises the question of whether crew (the traditional Jones Act seaman) is covered. Passengers, however, are defined as "any persons not necessary to the business, operation or navigation of the vessel." No courts have been asked to determine who "other persons" are. The FMC, on its website, states that "other persons" "include, but are not limited to visitors, crew and temporary workers aboard ship." However, this statement does not carry the weight of law and who exactly is an "other person" has yet to be tested in a court of law.

The public should be aware of the act and the remedies it provides. I would venture to say that the majority of the public is not. The FMC provides significant information on its website. [www.fmc.gov/](http://www.fmc.gov/).

Considering a vacation cruise? Take a few minutes, visit the website, and become informed. Bon Voyage!!



**BY WILTON E. BLAND, PARTNER  
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## NOAA

Because of the importance of weather, marine conditions and the impact of storms on the navigation and the port, refinery and terminal community of the Mississippi River, NWS NOBR is initiating a weekly weather and coastal conditions briefing. This is similar to other briefings given each week to groups as the emergency managers of SE Louisiana.

The briefings will be short conference calls with supporting powerpoint slides of the briefing. The focus will be on weather and marine forecasts from Baton Rouge and down the River to SW Pass. This also includes nearshore conditions and forecasts outside SW Pass.

## World Trade Center



Gov. Bobby Jindal and Sutherland Global Services executive Jim Myers joined Alexandria Mayor Jacques Roy and Central Louisiana Economic Development Alliance CEO Jim Clinton to announce that Sutherland will open a 600-job BPO Operations Center in Alexandria.

The 600 new jobs will pay an average salary of \$27,000, plus benefits, and the project will create over 400 additional indirect jobs according to LED estimates. Sutherland Global plans to invest \$2.9 million to remodel an existing 40,000-square-foot facility. Construction will begin in March, and the company is expected to start operations in May. Sutherland will begin hiring employees in April.

Gov. Jindal said, "We've made it a priority to revitalize old facilities that were once the economic engines of job creation. That's why when a previous company shut down here a little over a year ago, we immediately began working with local and regional partners to bring back a bigger, stronger, more technologically proficient partner to bring more and better jobs to this growing region. Our work has paid off."

Sutherland chose Louisiana because of our strong business climate, unparalleled quality of life, and workforce. The company is a pioneer and leader in the global Business Process Outsourcing (BPO) industry and their selection of Alexandria is a huge win for our state."

Based in Rochester, N.Y., Sutherland Global Services is one of the world's largest companies specializing in pure-play business process outsourcing. Most of its business derives from customers in the technology, telecommunications and financial services sectors, with half of the company's revenue coming from clients who are in the Fortune 50. Over the past three years, Sutherland Global Services has been the leading job creator in the Inc. 5000 list of America's fastest-growing companies.

"Alexandria is Sutherland's ninth U.S.-located operational facility and reflects our continuing commitment to create jobs in the U.S.," stated Dilip Vellodi, Chairman and CEO, Sutherland Global Services. "The combination of the availability of the right skill-sets, high-quality infrastructure and proactive state and city government policies made Louisiana an ideal choice and a worthy addition to Sutherland's world-class global delivery infrastructure and network."

LED began working with Sutherland Global in August 2011 to discuss site opportunities that ultimately led to the selection of Alexandria based on the strength of the state's LED FastStart™ customized workforce solutions and other incentives. Sutherland Global also is expected to utilize Louisiana's Enterprise Zone tax credits for the project.

"First of all, this office must credit the hard work of Kay Michiels, Alexandria's chief operating officer, for her tireless efforts to see this through from the city's end," Alexandria Mayor Jacques Roy said. "The Sutherland Global partnership with the city looks to be a great fit, creating more private sector jobs with better pay and benefits and – importantly – more diversity in clientele. This diversity hopefully guarantees a long and fruitful partnership. These jobs were needed and we welcome Sutherland to our community and thank LED for its expert assistance."

"Sutherland Global Services is a world-class provider of back office services and process

outsourcing. Their presence in Central Louisiana is an exciting and important addition to the region's prosperity," said Jim Clinton, the Central Louisiana Economic Development Alliance CEO. "We salute our partners at the State of Louisiana and City of Alexandria for all of their hard work and commitment in bringing new employment opportunities for 600 Central Louisiana residents."

#### **About Sutherland Global Services**

Established in 1986, Sutherland Global Services is a global BPO and Technology Enabled services company offering an integrated set of back-office and customer facing front-office services that support the entire customer lifecycle. It is one of the largest, independent BPO companies in the world serving global leaders in major industry verticals. Headquartered in Rochester, N.Y., Sutherland employs over 30,000 professionals and has 33 global delivery centers in the United States, Canada, Mexico, India, the Philippines, the United Arab Emirates, Bulgaria, Egypt, Colombia, and the United Kingdom. For more information, visit [www.sutherlandglobal.com](http://www.sutherlandglobal.com).

### **New Orleans City Business**

#### *Time for the state to pay attention to our ports*

By Mark Singletary, Publisher POSTED: 01:37 PM Thursday, March 29, 2012

If you happen to be interested in ships, ports and cargo — and everyone should be — there's an important date rapidly approaching.

The Panama Canal will open a third set of locks by 2014 and significantly increase the size and capacity of the ships that sail through the channel. The Port of New Orleans, like every other port along the Gulf of Mexico and the Atlantic Ocean, is anticipating thousands of tons of additional cargo after the canal expansion is opened.

The Port of New Orleans and the Port of South Louisiana handle more tonnage than any other ports in the United States, but they are way down the list when it comes to handling containerized cargo, measured in 20-ton equivalents or TEU's.

Container ships calling on the Port of New Orleans currently deliver about 5,000 TEUs, and future ships will carry up to 12,000 TEUs.

Container ports likely will be the beneficiaries of a wider, deeper Panama Canal. The Port of New Orleans currently handles about 450,000 TEUs each year, or 1 percent of the national port traffic.

Although that figure indicates a significant TEU volume in New Orleans, it lags behind other Gulf and southern Atlantic ports.

The total volume of imported TEUs in the Gulf of Mexico was 4 million in 2010. The Port of Houston handled 1.8 million, and the Port of Miami handled 827,000.

The U.S. totaled 42 million TEUs two years ago.

Making certain our ports are ready for the upcoming increase in container traffic is very important for state economic developers — or it should be. Whether that's the case in Louisiana is anyone's guess. One of the continuing challenges is making certain the Mississippi River is dredged to a proper depth to accommodate deep draft ships. Presently, Louisiana ports and others throughout the nation must fight for money to keep the water deep enough for big ships.

Even though there is a federal Harbor Maintenance Trust Fund designated for dredging, that money has been appropriated into the U.S. government's general fund. The U.S. Army Corps of Engineers depends on general appropriations for dredging, and the money falls short every year.

The Port of New Orleans has done a lot of internal development to prepare for the future. The present capacity at the port's container facilities is about 600,000 TEUs, with future plans to increase its size in two phases to accommodate 1.6 million TEUs by 2020.

Having the plan is great, but having a commitment for the development money would be even better. There's no questioning the fact that New Orleans' most aggressive southern competitors — Houston and Miami — are spending billions advancing their cause and expanding their facilities.

The good news is there seems to be plenty of business for all. Shipping volumes are expected to increase steadily over the next two decades, growing about 3 percent each year. That compounded growth indicates that current TEU volume will double by 2028.

If the Port of New Orleans keeps up and doubles TEUs by 2028, it will be comfortably within the planned capacity of 1.6 million TEUs.

New Orleans has natural advantages over the other southern ports but some substantial shortcomings, too.

Houston, Miami and even Savannah, Ga., are much closer to dense populations and these ports enjoy money sources that Louisiana ports cannot imagine. Though lacking a contingent population, the Port of New Orleans does sit in the middle of a complex highway system, a 1,500-mile navigable river and six railroad systems.

Goods delivered through New Orleans can be in Memphis in one day, Chicago in two and Detroit within three.

That's the good news; now let's take a look at how things really work in this state.

The Port of New Orleans' capital construction program must compete with other state-funded projects for very limited resources. The governor and his economic development team should lead the effort for port expansion, but they don't.

The governor should recognize the ports for their potential and direct the Louisiana Economic Development to get busy and sell the long-term benefits of a modern port system that's able to compete with the other ports that all have their sights set on all that new cargo that the Panama Canal will soon deliver to the U.S.

The evidence of success will be big ships pulling up to the docks in the Port of New Orleans, a fairly easy metric to observe. •

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Link:  
<http://neworleanscitybusiness.com/blog/2012/03>

[/29/time-for-the-state-to-pay-attention-to-our-ports/](#)

### **MARK YOUR CALENDARS**

May 3, 2012 – PAL Monthly Meeting, 10AM, Richmond Suites, Baton Rouge

June 7, 2012 – PAL Monthly Meeting, 10AM, Location TBA

July 12, 2012 – PAL Monthly Meeting, 10AM, Location TBA

August 2, 2012 – PAL Monthly Meeting, 10AM, Richmond Suites, Baton Rouge

September 6, 2012 – PAL Monthly Meeting, 10AM, Richmond Suites, Baton Rouge