

NEWS FROM THE DOCKS



ASSOCIATION OF LOUISIANA

Louisiana Ports Deliver

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Message from the PAL Office



Bells are jingling and snow has even been falling. The traffic is terrible yet there is a general gleeful spirit in the air.

Ah yes, this is the time of year for Santa to make an appearance.

While you are drinking hot chocolate and decorating the tree, remember that PAL wishes all of our friends and colleagues to have a very Merry Christmas and Happy Holiday Season.

This month PAL met in Natchitoches. It is always a treat to enjoy that community during the Christmas holidays. The lights along Cane River are just beautiful. Many thanks to Ken Guidry, Randy Walters and the members of the Red River Waterway Commission for hosting our meeting.



PAL also extends its appreciation to Jamie DeLatte who made *seven* delicious cakes for us!



3055 East Lakeshore Drive • Baton Rouge, LA 70808



PAL continues to anxiously await a draft of the new tax incentive program. LED is still developing rules and regulations but progress is slow. The program's creating legislation involved several state agencies and that has complicated LED's efforts to create a program that will meet everyone's criteria. LED hopes to have a draft by the end of January.

Capital Outlay Reform

CAPITAL OUTLAY REFORM UPDATE (12/7/09)

As previously reported, the 2008 Capital Outlay Reform Legislation called for 25% local match for non-state entity capital outlay projects, but also called for the Division of Administration (Facility Planning & Control) to develop rules to provide for "exceptions" to the 25% local match requirement based on a "needs based formula for determining the inability of a non-state entity to provide a match". These rules have to be approved by House Ways & Means Committee, Senate Revenue & Fiscal Affairs Committee, House Appropriations Committee, and Senate Finance Committee. The Division of Administration has indicated that the rules would not apply to projects that received capital outlay funding in 2008 or prior years. The Division of Administration has indicated that the rules will only apply to projects which received their first capital outlay funding in the 2009 Legislative Session.

On Monday December 7th, the House Ways & Means and Senate Revenue & Fiscal Affairs committees met jointly to receive and review the proposed local match rules, but they did not approve the rules. They asked the Division of Administration to make some minor changes

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and the committee chairman indicated that he might try to schedule another meeting for the week of December 14th to review the rules again.

The “needs based formula” proposed for parish governments and municipalities is based on an index composed of:

- tax base,
- poverty index,
- and percent of families making less than \$25,000 per year.

The rules presented do not take into account the size of the population as a reason to except a parish or municipality from the local match requirement. Several committee members expressed concern about this, but they did not ask the Divisions of Administration to adjust the proposed rules to take this factor into account.

As presented, the rules call for most parish governments and municipalities to provide 25% local match, but according to the proposed “needs based formula”, some will only be required to provide 12.5% local match. Ports, levee districts, airports, school boards, other non-state entities and non-profit organizations would have to provide the full 25% local match for their capital outlay projects. However, the proposed rules allow for exceptions to the local match requirement for projects deemed by the Commissioner of Administration to be:

- an emergency project,
- a regional economic development project,
- or a regional health care facility project.

The proposed rules also prohibit funding from other state programs from being used as match for capital outlay funding.

If you have any concerns about these rules, you might want to talk to your Legislators soon to see if they can propose changes that will protect your interests.

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"Specializing in Capital Outlay and other funding opportunities for local government and non-profit entities"



Corporate Member News

Port Fourchon

At the December board meeting of the Greater Lafourche Port Commission, Port Director Ted Falgout was awarded a Coast Guard Certificate of Merit. The Coast Guard cited Mr. Falgout for "outstanding dedication and support of Coast Guard missions" during the recent storm seasons and crediting him with "fostering positive partnerships with government agencies, maritime industry, and public interest groups while continuing to 'do the right thing' for the citizens of South Louisiana." Lieutenant Commander Mark McManus read the citation while Captain of the Port Joseph Paradis of USCG Morgan City presented Falgout with the Certificate of Merit.



The Coast Guard's recognition came on the heels of a resolution adopted by the board of commissioners, which recognized Director Ted Falgout for his 31 years of service to the Port Commission. He retires at the end of December.

"It has been very rewarding to me to have played a role in the evolution of Port Fourchon," said Falgout, "from a small fishing port...to what it is today: a port of national significance, one of the major economic engines of this region, with billions of dollars of infrastructure in place and thousands of jobs for our community."

Lake Providence Port Commission

From The News Star December 8th

Biorefinery plant to be built at Lake Providence Port

Myriant Technologies has secured a \$50 million federal grant that will allow the company to build a \$60 million biorefinery plant at the Lake Providence Port and create at least 40 permanent jobs.

The grant is one of 19 such projects being funded by the U.S. Department of Energy through the Recovery Act.

Myriant, a Boston-based company that was formerly called BioEnergy International, will initially use grain sorghum to produce succinic acid, a versatile chemical used in everything from plastics to pigment to polyester.

"We're thrilled," said Lake Providence Port director Wyly Gilfoil. "It's been a long time coming."

The company had already invested about \$10 million on foundation work at the 50-acre port site in 2006 for what had been planned as an ethanol plant, but that project stalled when the ethanol market ebbed.

Company executive Sam McConnell said there is a more stable and profitable market for succinic acid. McConnell said construction will begin next year and production will begin in 2011.

"We see this (plant) as the foundation of a much larger build-out on the site," McConnell said. "We've been excited about this site for some time, and this is the perfect opportunity for this project."

Myriant, which is required to invest almost \$90 million of its own capital in construction and operations as part of the grant, is obligated to operate the plant for at least five years.

"Obviously, we're very excited about the project," McConnell said. "Though the agreement calls for five years, our plans are to be there for the long term and eventually expand the operation."

McConnell said the plant will use local ground sorghum (known as grits) and grain bought elsewhere. Ultimately he expects the company to build an on-site mill to ground the sorghum.

"Ideally we'll get as much locally as possible," he said.

Gilfoil said the operation should enable the port to keep its annual shipping level above 1 million tons, which triggers federal funding for dredging and other projects and allows it to be designated as a major port.

The Lake Providence Port Commission had already secured a \$9 million state Port Priority Grant for site work in conjunction with the previously planned ethanol plant.

"We feel even better about the long-term prospects of this facility than we did with the ethanol," Gilfoil said.

McConnell said the company qualified for the grant because the technology allows the use of biomass like grain sorghum instead of the traditional petroleum plants.

"Instead of producing carbon dioxide this process will consume it," he said.

McConnell said the plant will eventually use all types of waste-based biomass like wood chips, sugar cane and rice hulls.

"There are all sorts of things that float by on (the Mississippi River)," he said.



West Calcasieu Port

From the American Press Dec. 6, 2009

If Lynn E. Hohensee, West Calcasieu Port director, had three wishes, he knows what at least one of them would be. "If I rub the bottle hard enough and the genie is of a kind nature, I would like to see the West Cal Port continue to make a strong, positive impact on our regional economic growth," he said. "I think the port will continue to serve as a catalyst for the expansion of business, commerce and industry along La. 27 from Sulphur south into Cameron Parish."

The 190-acre West Calcasieu Port, located 12 miles south of Interstate 10 on La. 27 in Sulphur, has been an integral part of West Calcasieu's growth and expansion. Hohensee spoke with the American Press about the port, its recent accomplishments and its future goals.

As port director, what is a typical day like for you?

A typical day can encompass an array of activities and functions, like attending to the needs of our West Calcasieu Port tenants; contacting companies that could become new tenants at the port; keeping the port board of commissioners apprised of activities; working hand-in-hand with our CPA, engineer and

attorney and coordinating with a variety of external groups — political, maritime, regulatory and security.

What are your responsibilities as port director?

I am employed on a part-time, contract basis. Because the port is quite small compared to the Port of Lake Charles or the Port of New Orleans, the West Cal Port does not have a full-time staff. It is a public entity that was formed by the Louisiana Legislature in 1964 and first and foremost, is an economic development “engine” designed to foster and promote economic growth in the western portion of Calcasieu Parish — recruit businesses to the port and create jobs. My primary responsibilities include marketing the port to the maritime community, working with state and regional economic development professionals, tending to the needs of our port tenants and serving as a steward of the public taxpayers’ port investment. It is very important that the West Cal Port is operated with the highest standard of ethics and in an environmentally sensitive manner.

What do you like most about your job?

The ability to work with a vast number of people, all of whom help me champion the growth/ development of the West Cal Port. This includes a very supportive and guiding board of commissioners under President Brent Clement, our Calcasieu Parish Police Jury representatives, our Southwest Louisiana legislative delegation, local representatives of our federal delegation, our tenants, members of the Southwest Louisiana Port Network and the membership of the Ports Association of Louisiana. Overseeing the operations of a maritime port, regardless of its size, is an incredible task and opportunity. It cannot be done in a vacuum.

Since you came aboard at the West Cal Port in 2006, what have been the most significant “successes” for the port?

The most positive impact for the port came this year when we successfully completed the maintenance dredging of the port’s west barge basin. The basin was in bad need of repair prior to 2005, but it was in even more disrepair following Hurricane Rita and then three years later, Hurricane Ike. It took a tremendous team effort by our port team to secure a \$1.5 million grant from the Department of Transportation and Development’s Port Priority Fund. These funds,

combined with recovery funding by FEMA and the public funding provided by the city of Sulphur and the Calcasieu Parish Police Jury, made the improvements possible. The West Cal Port again serves as a critical operations center in Southwest Louisiana for “brown water” maritime transportation — that means shallow-water barging operations. Having a quality barge basin already is spurring new growth opportunities as prospective new tenants continue to show interest in the port.

Another success for the port has been the addition of Orion Marine Group’s F. Miller Construction to our tenant list this fall. This brings a dozen or more critical jobs to the port.

How does the West Cal Port fit into the maritime picture of Southwest Louisiana?

Our corner of the state is blessed with a strong line up of progressive ports. Most folks are well aware of the Port of Lake Charles, which is the country’s 11th largest port. But, we also have the West and East Cameron ports, the Port of Vinton and the Mermentau Port. For the past two years, all six ports have worked closely together within the Southwest Louisiana Port Network. Each port really has its own niche. Our strength at the West Cal Port is our location on the Gulf Intracoastal Waterway, just two miles west of the Calcasieu River Waterway.

While we continue to grow and develop as a servicesoriented port, our long-term mission also encompasses a strategy to recruit industrial tenants that have a strategic need for shallow water transportation to bring in feedstock and barge out finished products. We anticipate that these clients have the potential to have a tremendous impact on the growth of capital investment, jobs and tax revenue for the parish and the state.

Since Sept. 11, how has security been stepped up at the port?

As is the situation with all ports across the country, we are precluded from going into detail regarding our specific security operations. What I can say, though, is that we work very closely with the U.S. Coast Guard and the Calcasieu Parish Sheriff’s Office to make sure that our operations are safe for our tenants and their clients.

What have you done at the port to offset the decrease in state funding?

State funding in Louisiana — like other states — is being forced to undergo tremendous

change. For our state's ports, this means that we will have to continue to work hard to secure state funding for the growth/development of our ports. In Louisiana, records show that for every state dollar invested in the ports, the state receives \$6 in return. That is an impressive return on investment. Our 30-plus ports in Louisiana have played and will continue to play a critical role in the growth of our state's economy.

What would you like to see happen at the port in the coming years?

I see the West Cal Port working in concert with our other ports and the Alliance/Southwest Louisiana to support multiparish growth opportunities — from the development of Monkey Island at the mouth of the Calcasieu River as the state's next Port Fourchon of the West to the attraction of industries that can reap the benefits of our vast infrastructure of navigable waterways, which is critical to making Southwest Louisiana a gateway to the world.

How are the port operations funded?

Our port operations are totally funded by our tenant revenue stream which is augmented by local, state and federal grants, when we can qualify for them. The port receives no millage funding from our taxing district.

Who are the port's current tenants?

Anchoring the port's list of tenants is Devall Enterprises, which includes Devall Towing and Devall Diesel Services. The Devall family has been a vital part of the port dating back to the port's early years in the 1960s. We are also proud to welcome this fall F. Miller Construction to the port. In 2006, F. Miller became a subsidiary of Orion Marine Group, the nation's third largest marine construction/engineering firm. We currently are in discussions with three other companies that are interested in locating operations at our port. The largest limitation to our physical growth at the port is that we have only 190 acres within our property line and a sizable segment of that are wetlands that are unusable, unless mitigated, which is very expensive.

Who are the members or the port's board of commissioners?

Brent Clement, Matt Vincent, Tim Dougherty, Wilmer Dugas and Dick Kennison. Our port CPA is Darla Perry; port engineer, Chuck Stutes (with Meyer & Associates) and port attorney,

Glen James. This is the team that makes the operational successes at the West Cal Port possible.

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For more information on the West Cal Port, visit its Web site, www.westcalport.com.



Port of New Orleans

Westfeldt Elected Board Chairman

John Fay, Wayne Mumphrey Elected Vice Chair, Secretary-Treasurer

The Board of Commissioners of the Port of New Orleans elected long-time coffee industry executive and civic leader Thomas D. Westfeldt as its chairman today, succeeding Capt. A.J. Gibbs, whose term as chairman expired. Gibbs will continue to serve as a commissioner.



Gov. Kathleen Blanco appointed Westfeldt to the Board in August of 2006. A graduate of Louisiana State University with a degree in business administration, Westfeldt serves as president of Westfeldt Brothers Inc., a green coffee importing firm; Westfeldt Brothers

Forwarders Inc., an export freight-forwarding firm; and Worldwide Service Inc., a full-service air freight-forwarding firm. He is extremely active in the business and non-profit community, serving on the boards of the Louisiana Civil Service League, Metropolitan Crime Commission, Society for the Relief of Destitute Orphan Boys, Green Coffee Association of New Orleans, World Trade Center, New Orleans Board of Trade and Whitney National Bank. He is also an officer for the National Coffee Association and the Audubon Nature Institute and is a member of the New York Board of Trade Coffee Committee. Westfeldt co-founded the Chartwell Consortium, a school for autistic children and represents Louisiana, Mississippi and Alabama as an honorary consul to Sweden.

“The Port of New Orleans is a vital economic engine for our region and the entire state of

Louisiana,” Westfeldt said. “It is a privilege to serve and I will work tirelessly to see that the right investments are made to attract additional cargo and jobs to the Port, particularly as it relates to increasing capacity at the Napoleon Avenue Container Terminal.”

Westfeldt has seen firsthand the rise of containerization throughout the maritime industry, as traditional breakbulk cargo – such as green coffee – is now shipped in containers.

John Fay, a partner in the firm of Deutsch, Kerrigan & Stiles, was elected vice chairman and Wayne Mumphrey, principal to Mumphrey Law Firm LLC, was elected secretary-treasurer.

The Board’s commissioners serve five-year staggered terms. The unsalaried board members are appointed by the Governor of Louisiana from a list of three nominees submitted by 19 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 members include Valerie Cahill, James Campbell and Joseph Toomy.



Port of Morgan City

InterMoor Celebrates Groundbreaking of Morgan City Facility

InterMoor Inc., an Acteon company, recently broke ground on its new state-of-the-art facility in Morgan City, La. with a ceremony featuring key management, and city and state officials.



More than 80 guests were on hand for the groundbreaking ceremony including

Gov. Bobby Jindal, Morgan City Mayor Tim Matte and Port of Morgan City President Mac Wade, who all spoke at the event. InterMoor President Tom Fulton, Vice President of Finance Scott Thomas, and Quality Assurance and Quality Control Manager Chuck Fontenot also addressed the guests.

InterMoor will move its current operations in Amelia, La., to the new facility that will be developed on 24 acres and will house administrative, maintenance, operations and fabrication employees.

The new facility will feature more than 30,000 sq ft of fabrication space, including a high-tech CNC cutting machine, mooring equipment and storage capabilities; a 12,000 sq. ft. multi-purpose building for administrative and operations employees; a 7,500-wire doping area to inspect, protect and prepare wire rope for offshore jobs; a state-of-the-art 20,000-sq. ft. blasting and painting facility; and a 300-ton crane to enhance docking services.

“This new facility in Morgan City will be a realization of a long-term goal of expanding our services in this area and shows our commitment for growth to our employees, the community of Morgan City, and the oil and gas industry,” said Fulton. The \$17.2 million capital investment will allow the company to retain more than 200 jobs and will allow for future growth. Louisiana Economic Development (LED) estimates that the expansion will generate more than \$49 million in new state tax revenues and more than \$35 million in new local tax revenues over a 15-year period.

InterMoor is the global leader of mooring and subsea technology providing innovative solutions for rig moves, mooring services and subsea installations and foundations including engineering and design, survey and positioning, and fabrication.

Acteon is a group of specialist engineering companies serving the global oil and gas industry.





Legal News



MOORING

RESPECTIVE DUTIES AND RESPONSIBILITIES OF VESSEL AND WHARFINGER

A heavily laden bulk carrier is scheduled to arrive at midnight at your wharf on the Mississippi River. The river is running high and fast and due to fog, visibility is limited. The ship is under the command of a river pilot as required by law, and is being assisted by helper tugs. As she makes her way into the berth, it takes considerable effort to secure the ship due to the weather and river conditions. Hours after she is finally secured, the ship breaks her mooring lines, is set adrift and causes significant damage to vessels and wharfs down river where she runs aground. Lawsuits are filed and the ship owner blames you, alleging negligence in that you failed to provide a safe berth, failed to ensure a sufficient number of mooring lines were deployed and failed to provide a standby tug to help keep the ship in its berth. What is your defense?

First, to establish maritime negligence the ship owner in this scenario must demonstrate there was a duty owed by you to the vessel, breach of that duty, damages sustained and a causal connection between your conduct and the plaintiff's injury. *In Re: Cooper/T. Smith*, 929 F.2d 1073 (5th Cir. 1991).

In 1975, the Fifth Circuit Court of Appeals set forth the duty of a wharfinger towards a vessel in *Trade Banner Line, Inc. v. Caribbean Steamship Co.*, 521 F.2d 229 (5th Cir. 1975), when it held, "It is well settled that a wharfinger is not the guarantor of the safety of a ship coming to his wharf. He is, however, under a duty to exercise reasonable diligence to furnish a safe berth and to avoid damage to the vessel. This includes the duty to ascertain the condition of the berth, to make it safe or warn the ship of any hidden hazard or deficiency known to the wharfinger or which, in the exercise of reasonable care and inspection, should be known

to him and not reasonably known to the ship owner.

In 1977, the Fifth Circuit Court of Appeals in *Bunge Corporation v. M/V FURNESS BRIDGE*, 558 f.2d 2790 (5th Cir. 1977), elaborated and, citing *Trade Banner*, stated, "The wharfinger's duty to warn applies only to 'any hidden hazard or deficiency . . . not reasonable known to the ship owner.'" Thus, no warning is required 'where the alleged obstruction or condition is open and obvious to those in charge of the vessel's management' or where those in control of the vessel have actual knowledge.'

In 1989, the late Honorable George Arceneaux wrote, "The duty of a wharfinger (person or entity operating a wharf, dock, etc.) towards a vessel is well established. Although a wharfinger does not guarantee the safety of vessels coming to his wharves, he is bound to exercise reasonable diligence in ascertaining the condition of the berths there at, and if there is any dangerous obstruction to remove it, or to give due notice of its existence to vessels about to use the berths." *Delta Commodities v. M/T JOE OAK*.

In *Trade Banner, supra*, the Court also addressed the duty of a vessel and held that when the mooring of the vessel is controlled by the ship's crew and under the supervision of its master, the responsibility of the mooring lay with him, stating, "it is the master, when present and supervising, and not a wharfinger absent some type of contractual commitment not present here, who is responsible for mooring of a ship. Judge Charles Schwartz came to the same conclusion in *Petro United Terminals, Inc. v. J.O. Odjfell Chemical Carriers*, 756 F. Supp. 269 (E.D. La. 1991) when he held, "in addition, the proper mooring of a vessel is the responsibility of the vessel and her master, not the dock owner, although the dock owner itself is required to keep its facility in proper condition.

In *Bunge, supra*, the court addressed this issue also. It stated, "*Bunge*, as a dock owner, had no duty to supervise the *Furness Bridge's* docking procedure, absent, perhaps, a hidden defect in the docking facilities. Rather, the master, and expert mariner, is responsible for the docking of his ship."

When it comes to use of tugs, the courts have refused to place on the wharfinger the duty of providing assist tugs to a ship planning to moor

at its facility. In *Bunge, supra*, the court held that “use of tugs is an integral part of docking procedure and as such is a navigational operation for which the ship’s master has exclusive responsibilities.”

The role of the compulsory pilot in mooring operations was succinctly discussed by the Fifth Circuit Court of Appeals in *Bunge, supra*. The Court stated in footnote 6:

During the docking in question, the vessel was being navigated by a compulsory pilot as required by LSA-R.S. 34:1041, *et seq.* “The authority of the master of a vessel is not in complete abeyance,” however, “while a pilot, who is required by law to be accepted, is in discharge of his functions.” In fact, our conclusion as to the respective duties of the parties is strengthened by the presence of the compulsory pilot who must be held to an unusually high standard of care because he “is selected for his personal knowledge of the topography through which he steers his vessel He must . . . be familiar with all dangers that are permanently located in the course of the river All this he must know and remember and avoid.” . . . “(S)uch skillfulness requires a high degree of knowledge predicated on special training and inquiry, and not casual competence.” Thus, absent a finding of actual knowledge, the pilot may be charged with knowledge of a local condition as a matter of law. In the instant case, the compulsory pilot was charged with constructive, if no actual, knowledge of the mooring dolphins and the risk he presented.”

In our hypothetical scenario the rising, fast running river, fog and darkness would be open and obvious conditions about which you should not have to warn the ship’s master or pilot. As experienced mariners, they are presumed to possess the skills necessary to ensure safe mooring of the ship. Mooring is the responsibility of the ship and should be under the control of the ship’s crew under the supervision of the ship’s officers. As stated by the court in *Trade Banner, supra*, “parting of the lines provided by the ship and set out by its crew cannot be blamed on the wharfinger. The courts have also held that the ship owner cannot complain that the wharf was too small to safely moor the ship. This allegation was addressed by the court in *Bunge* and rejected. The court stated, “this characteristic was obvious indeed, unmistakable and required no warning. Those in

control of the ship must be charged as a matter of law with knowledge of the comparative sizes of their vessel and the wharf.

With regard to the decision at night in fog the courts have refused to place responsibility on the wharfinger. With regard to the number or type of mooring lines the courts have found that as a matter of law there is no duty on the part of the dock owner to assist in mooring. As a matter of law, the dock owner’s failure to provide line handlers to assist in mooring cannot be a valid basis for liability.

In sum, unless there are contractual obligations assumed by the dock owner requiring its involvement or unless the dock owner voluntarily involves it self in the mooring of the ship, its only obligation to provide a reasonably safe berth.

Assuming no such involvement, you, the dock owner, should bear no liability. As stated by the Fifth Circuit Court of Appeals: We see no reason to disturb the traditional standard of care to which the wharfinger is held. Whether it be tugs or tankers that come to berth at his dock, the wharfinger remains in the same position in terms of his ability to protect his structure. Those in control of the vessel’s navigation must bear the greater responsibility for bringing their ship safely into and out of port. The dock owner’s liability should extend only so far as the vessel’s master could not have averted an accident, such as where a hidden hazard is or reasonably should be known to the wharfinger and cannot be known to the master in the exercise of ordinary care.



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America’s Wetland



AEC Coalition Asks Feds to Remove Barriers to Coastal Sustainability

A coalition of state leaders, industry and national environmental organizations released a definitive report on November 4 calling on Congress and senior Obama administration officials to resolve the maze of bureaucratic roadblocks that threaten the long-term sustainability of America's Energy Coast (AEC), the four-state region of Texas, Louisiana, Mississippi and Alabama.

At the Woodrow Wilson Center for International Scholars in Washington, DC, where the report was released in conjunction with the 3rd Annual AEC Policy Forum, U.S. Senator Mary Landrieu (D-LA) said, "We cannot afford to ignore the economic and environmental calamity that is looming with the ongoing deterioration of America's Energy Coast. Billions of dollars in property and infrastructure and a vast ecosystem are at stake."

The report, entitled *Region at Risk: Preventing the Loss of Vital National Assets*, describes the significance and uniqueness of the Gulf Coast, identifies major threats facing the region and outlines steps that must be taken to protect and restore this invaluable landscape. You can download a PDF of the report online at www.americasenergycoast.org.

MARK YOUR CALENDARS

November 16-18, *National Brownfields Conference*, New Orleans <http://www.criticalcommoditiesconference.com/>

December 8, 2009, *PAL Monthly Meeting*, Natchitoches, Papa's, 10am

January 7, 2010, *PAL Monthly Meeting*, 10 am, Richmond Suites Hotel, Baton Rouge

February 4, 2010, *PAL Monthly Meeting*, 10 am, Richmond Suites Hotel, Baton Rouge

March 4, 2010, *PAL Monthly Meeting*, 10 am, L'auberge du Lac Hotel, Lake Charles

March 30 – April 1, 2010 – *PAL Annual Conference*, New Orleans, Maison Dupuy Hotel – 1-800-535-9177

Welcome New Members

This month PAL welcomes two new associate members:

LW & Associates, LLC - Ports and Waterways Specialists Division - They specialize in port surveying, grant writing, planning, economics, environmental, engineering, surveying, mapping, and GIS. Located in Baton Rouge, they will be represented by Mr. Bo Walters

Jackson, Gilmour and Dobbs is a law firm located in Houston. They will be represented by Mr. Rohlff Jewell.



Merry Christmas