

NEWS FROM THE DOCKS



ASSOCIATION OF LOUISIANA

Louisiana Ports Deliver

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Message from the PAL Office

June is here and the heat is already evident. Hurricane season has begun and who knows what that may bring. In the meantime Louisiana continues to fight the oil spill disaster while fearing the worst with regard to our coast and the life we have always known...full of oysters, shrimp and other deep sea wonders. Only time will tell what the total impact will be on all of us.

To date navigation has not been impacted. The Mississippi River remains open to maritime traffic, and, as of May 25th, only one vessel entering or exiting the river has required cleaning because of the Deepwater Horizon oil spill. No ship calls have been delayed or cancelled because of the spill.

Although the forecasts have predicted a segment of the oil spill moving to the west, the Bar Pilots conducted a survey on Friday, May 21st of a five-mile radius around Southwest Pass that showed no oiling around the main entrance to the Mississippi River.

As a precaution, several cleaning stations have been established. The plan for cleaning vessels in the Port of New Orleans and surrounding area is as follows:

- Inbound vessels with a heavy oil sheen would first go to an offshore cleaning station about four miles southwest of Southwest Pass. That station would knock off any heavy material, and the ship's hull could be further cleaned in Southwest Pass if necessary.

- Inbound vessels needing or desiring cleaning would be cleaned in Southwest Pass while they are in transit. Two crew boats are stationed in that area and they will navigate on either side of the vessel and pressure wash it while it is underway at a slow speed.
- Inbound vessels needing cleaning while under anchor would be cleaned in the vicinity of Venice/Boothville.
- An outbound offshore cleaning station is located in the vicinity of 28 degrees, 17 minutes (28-17N) North and 088 degrees, 42 minutes (088-42W) West. It is near the shipping lane outside of the oil spill area and would also use pressurized water to clean ship hulls.

On the Gulf Intracoastal Waterway, a cleaning station at mile marker 33 has been established in case shallow draft vessels transiting the waterway need to be cleaned.

Legislative News

The following represents the status of bills that PAL has been following during the legislative session:

The money bills—HB 1—Appropriations for operating expenses of state government and HB 2—Capital Outlay re not scheduled for debate until Friday, June 4th. The reasons are complex and have been discussed frequently in the press and are fueled by the disagreement over the Budget Stabilization Fund. The Legislature agrees on spending \$198 million of the Budget Stabilization Fund, but disagrees on when to pay it back as is required by the La. Constitution.

The Port Construction and Development Fund of \$19.7 million in the Capital Outlay bill has not been amended and contains language which will allow the funds to be spent under the “cash management” process as recommended by DOTD and approved by PAL.

HB 3 - Capital Outlay Bond bill and Supplemental Appropriations bill are not yet scheduled for debate by the House.

HB 1194 - by Rep. Arnold which would have created a "one stop" information center for Maritime Industry and Port Priority Program within LED has been abandoned.

Two bills affecting ports have become law, Act 47 created a state criminal penalty for violation of a federal safety or security zone on waterways, and Act 35 authorizing the Port of St. Bernard to name its new Administration and Security Bldg for Samuel “Sammy” Nunez.

SB 16 by Appel, relative to abolishing the Millennium Port Authority was heard by House Transportation Committee on June 2nd. It was reported favorably and should be passed by the House.

Senator Appel plans to file a Senate Resolution relative to “Global Trade Initiative”. The resolution will call for a taskforce with participation by PAL and several ports. The resolution has not yet been filed.

SB 183 by Senator Nick Gautreaux would allow the La. Mineral Board to lease public lands and water bottoms for “alternative sources of energy projects”. The bill would allow a lease for “hydrokinetic generators” in the navigable waters of the state. In the Senate, Conrad Appel offered an amendment, with PAL support, which would require written approval of the lease by the affected port, and the right to disapprove when the location would be “detrimental to the needs of commerce and navigation”. The Department of Natural Resources proponents of the bill have negotiated further changes with Senator Gautreaux, PAL, DOTD and representatives of Free Flow Energy Corporations which will allow the lessee to contest a port’s denial of approval with the La. Administrative Law Department. PAL has compromised with DNR and agreed to the Administrative Law Judge procedure, with the

right of the losing party to appeal the decision to the 19th Judicial District Court as provided in the Administrative Laws of the state.

There have been no new developments on the Tax Incentive Rules. LED has drafted the Infrastructure Tax Incentive rules and will shortly publish them. The LED economic analysis by its economist relative to the Import/Export Tax Incentives found that the return to the state was \$4.70 for each \$5/ton of tax credits. Because of the clause in the laws which requires “no net loss of revenue” to the state from the granting of the tax credit, LED has not moved forward on drafting the rules. The Port of New Orleans has contested this opinion of LED’s economist and has provided LED with an additional economic study by Professor Jim Richardson of L. S. U. which supports granting the tax credit. LED has promised to have its economist consult with Dr. Richardson to determine if there is economic justification for implementing the Import/Export Tax credit.

Corporate Member News

West Calcasieu Port

Lynn Hohensee, director of the West Calcasieu Port arranged for 22 residents of the Boys Village to visit F. Miller Construction operations facility and Devall Diesel Repair / Devall Towing. Interesting ideas and information were shared with the boys as they toured each of the facilities. A few of the boys expressed a real interest in pursuing jobs in the maritime workplace. At the conclusion of the tours the Devall family graciously hosted lunch for the boys and staff at their new corporate headquarters in Sulphur.



Twin Parish Port Commission

The Twin Parish Port Commission will be featured in the next issue of Inland Port magazine. A short excerpt appears below:

Like many of our country's smaller inland ports, Louisiana's Port of Delcambre is expanding and improving its infrastructure in hopes of attracting new business. Under the direction of Jeff LeBlanc, President of the Twin Parish Port Commission (TPPC), the port recently passed a new millage to support development, including an industrial and commercial expansion. They currently have barge traffic from the Intracoastal waterway (ICCW) for break bulk and fabrication.

The Port of Delcambre is located off of Louisiana State Highway 14, between the cities of New Iberia and Abbeville. It is part of the Twin Parish Port District, which is situated between Vermillion and Iberia Parishes. The town of Delcambre is 20 miles due south of Lafayette. The Delcambre canal, which is the main water asset in the Twin Parish Port District, connects the port directly to the ICCW and then on to Vermilion Bay. Interested readers can find more online at www.portofdelcambre.com.

Port of Morgan City

U.S. Commerce Department Promotes Morgan City Port Improvements to Expand Innovative Marine Businesses, Create Higher-Skill, Living-Wage Job Opportunities

EDA Grant Expected to Create or Save More than 500 Jobs

U.S. Commerce Secretary Gary Locke today announced a \$1.75 million Economic Development Administration (EDA) grant to the Morgan City Harbor and Terminal District of Morgan City, La., to make vital bulkhead improvements needed to advance the expansion plans of a major, innovative marine-sector business and to attract new businesses and jobs to the region. The project is expected to create or save more than 500 jobs, according to grantee estimates.

“President Obama believes that creating an environment where innovation can flourish and that investing in industries of the future is the key to building a stronger, more sustainable national economy,” Locke said. “This EDA grant will create jobs by making the vital port improvements needed to expand existing businesses and to boost future growth in the region's marine sector.”

About the U.S. Economic Development Administration (www.eda.gov):

This year, the U.S. Economic Development Administration (EDA) marks 45 years of public service, with a mission of leading the federal economic development agenda by promoting competitiveness and preparing American regions for growth and success in the worldwide economy. EDA is an agency within the U.S. Department of Commerce that partners with distressed communities throughout the United States to foster job creation, collaboration and innovation. □

Port of New Orleans

Port Approves Contracts for Refrigerated Terminal - Terminal is the first design-build project for the Port

The Board of Commissioners of the Port of New Orleans approved three projects worth \$25 million for a new dockside refrigerated terminal at the Henry Clay Avenue Wharf. The work includes demolition of an existing cargo shed on the wharf, repairs to the substructure of the wharf and designing and building a new refrigerated warehouse.

The terminal is expected to be completed in August 2011. Building the new terminal at the Henry Clay Avenue Wharf will secure 230 jobs and is expected to add 120 new jobs for New Orleans Cold Storage and its stevedoring contractor.

“Refrigerated cargo generates jobs in Louisiana's transportation and agriculture sectors, and we've had to take extraordinary steps to retain this business following Hurricane Katrina. Awarding these contracts is a major milestone in the Port's recovery. We couldn't have done it without a concerted effort by the Port, its tenants and our federal, state and local leaders to secure this cargo for the long-term and

to retain and grow the jobs associated with this cargo,” said Gary LaGrange, President and CEO of the Port of New Orleans.

New Orleans is one of the nation’s leading exporters of frozen poultry. Before Hurricane Katrina, the Port completed construction of a similar dockside refrigerated facility at the Jourdan Road Terminal, which is operated by New Orleans Cold Storage. Cargo volumes grew because of the capacity to freeze more than 1 million pounds of food-products per day and to transfer that cargo directly from the warehouse to a ship docked in front of the warehouse.

After Hurricane Katrina, the warehouse was repaired, but the Mississippi River-Gulf Outlet, the main channel leading to the Jourdan Road Terminal, was closed. Some ships can still reach the Jourdan Road Terminal if they take another route through the Inner Harbor Navigational Canal Locks. However, less than half of the vessels that would normally call the Jourdan Road Terminal fit through the locks.

Fixing this situation requires that the Port build a new refrigerated terminal along the Mississippi River, which can accommodate all vessels that handle refrigerated cargo. The site at the Henry Clay Avenue Wharf is inside of the existing footprint of the Port of New Orleans and all trucks bringing cargo to the site will use the Clarence Henry Truckway, a dedicated port roadway, to access the site.

Some \$23.5 million in funding will be provided by the Community Development Block Grant Disaster Recovery Program of the Louisiana Office of Community Development – Disaster Recovery Unit. The Port has also made a request for \$16.5 million in federal funds needed to complete the project. The funds will be used to improve access to the site, for office space at the terminal and for dredging.

“When it comes to economic development, actions speak louder than words,” said Mark Blanchard, President of New Orleans Cold Storage, which will operate the new terminal. “As we worked to rebuild our business over the last five years, we got lots of help from our government leaders.”

Blanchard specifically thanked Gov. Bobby Jindal and his chief of Staff Timmy Teepell; Commissioner of Agriculture Mike Strain;

Secretary of Economic Development Stephen Moret, House Speaker Jim Tucker, Senate President Joel Chaisson, members of the Louisiana Legislature; Mayor Mitch Landrieu, the Louisiana Congressional Delegation led by Senator Mary Landrieu and Senator David Vitter, the Board of Commissioners of the Port of New Orleans and Port staff.

“Thanks to these individuals and many others, New Orleans Cold Storage will continue providing jobs and paying taxes here for a long time,” Blanchard said.

Before construction can begin, the existing cargo shed at the Henry Clay Avenue Wharf must be torn down. Demolition work is expected to begin in June and be completed in September.

Kostmayer Construction Inc. was awarded a contract of \$527,730 to repair the substructure of the wharf to make it ready for construction of the new refrigerated warehouse. The start and completion dates of this work depend on the river stage. The river is currently at a high stage and must recede before work can begin.

The Board has also approved the first design-build contract in the history of the Port of New Orleans, and one of the first public design-build construction projects in Louisiana. A joint venture of The McDonnell Group, LLC of Metairie, La, and Primus Builders, Inc., of Atlanta, Ga., was awarded a contract for \$24,298,000 to design and construct the new warehouse.

“Obviously, we’re pleased to have been chosen for the Port’s first design-build project and we are very aware how critical the project is in terms of economic impact for the region,” said Allan McDonnell, President of The McDonnell Group. “We believe our proposal was selected because of the expertise and forward-thinking of both companies. Our design incorporates energy-saving technology and operational efficiencies throughout the warehouse, including an automated pallet conveying system. This will bring New Orleans Cold Storage significant operational efficiencies and cost savings.”

The joint venture will have 414 days to design and build the warehouse. The 140,000 square foot warehouse will be able to store at least 35 million pounds of product between –15 and 40

degrees Fahrenheit and blast freeze 1.2 million pounds of product in 20 hours or less.

Through the design-build process, the Port was able to wrap design and construction of the new terminal into one bidding process. The design-build bidding process allowed the Port to evaluate quality and completion time factors, as well as costs, in the design and construction of the new terminal. Normally, public agencies in Louisiana have to use a design-bid-build process that requires that a construction project be fully designed before it is put out for bid, but the Louisiana Legislature passed a law that allows public entities to use the design-build process for hurricane recovery projects that meet certain criteria.

SWLA PORTS

The Southwest Louisiana Port Network banded together to showcase the opportunities, access and capabilities of our regional trade hubs at the Critical Commodities Conference in New Orleans from April 20 – 22, 2010. Manned by five of the six ports of the SWLA Port Network, representatives traded information with other trade and shipping professionals. The Critical Commodities Conference gave a fresh perspective on the critical tie between the movement of commodities with the state of the world economy.

“We have had the Southwest Louisiana Port Network for two years. The network streamlines the communications of the six ports of our region and serves as a means to develop productive working relationships. This collaboration was demonstrated by all six ports working together at the Critical Commodities Conference to draw attention to the abilities and potential of our strategically located ports. What we have accomplished could not have been done without the support of the SWLA Economic Development Alliance who provides the Port Network with meeting facilities, promotional materials, and common ground on a regional standpoint. The Southwest Louisiana maritime industry is now in a better position to react to opportunities in concert, rather than separately,” said Lynn Hohensee, Port Director of the West Calcasieu Port.

“It is a new sign of the times. Regional entities are banding together across the nation. Cities are no longer in competition. It is region against

region. When considering international commerce, a company across the globe regards all cities and towns within a 100 mile radius as one region and existence of the Southwest Louisiana Port Network makes our region a viable player in the international market,” said George Swift, President/CEO of the SWLA Economic Development Alliance.

The Southwest Louisiana Port Network is comprised of the Lake Charles Harbor and Terminal District, West and East Cameron Ports, West Calcasieu Port, Mermentau River Harbor and Terminal District, and the Vinton Harbor and Terminal District. (Pictured from left to right, first row: Ernie Broussard (Director of Planning & Development for Cameron Parish), Dan Loughney (Director of Marketing for the Lake Charles Harbor and Terminal District); second row: Stephen Broussard (Regional Representative for Louisiana Economic Development and Port of Mermentau Representative), Lynn Hohensee (Port Director for the West Calcasieu Port) and Justin McMillin (Business Development Director for the SWLA Economic Development Alliance.)

The Southwest Louisiana Economic Development Alliance sponsored the Southwest Louisiana Port Network booth and promotional materials for the Critical Commodities Conference. For more information about the Southwest Louisiana Port Network, contact George Swift at gswift@allianceswla.org or Lynn Hohensee at lhohensee@netcommander.com.



Associate Member News

Orion Marine Group Announces a Contract Award of Approximately \$18 Million

Orion Marine Group, Inc. (NYSE: ORN), a leading heavy civil marine contractor serving the infrastructure sector, announced a contract award of approximately \$18 million.

Orion Marine Group's wholly owned subsidiary, F. Miller Construction, LLC. was recently awarded a contract by The Bayou Lafourche Fresh Water District for Phase I of the Restoration of Bayou Lafourche. As part of the contract, F. Miller Construction will restore the watershed and increase the capacity of Bayou Lafourche through mechanical dredging and construction services.

“This important project will help The Bayou Lafourche Fresh Water District increase the availability of fresh water access during emergency situations, such as a hurricane, and is part of ongoing efforts for Coastal Restoration in the State of Louisiana,” said Mark Korkowski, F. Miller Construction’s Division Manager. “Additionally, this project highlights F. Miller Construction’s 100 year tradition and philosophy of building a stronger Louisiana through cooperation with our neighbors”.

Bayou Lafourche is the freshwater lifeline for nourishment and replenishment of a large wetland area and an important component to the coastal restoration program for the Louisiana coastline. Additionally, Bayou Lafourche provides drinking water for over 300,000 residents throughout three Louisiana parishes.

“We are proud to be a part of this important project in south Louisiana,” said Elliott Kennedy Orion Marine Group’s Executive Vice President, Gulf Coast. “As with all of our jobs, our goal is to provide a high quality project in a safe and productive environment”.

Onsite construction of the project is expected to commence during the second quarter of 2010 and last approximately 16 months.

About Orion Marine Group

Orion Marine Group, Inc. provides a broad range of marine construction and specialty services on, over and under the water along the Gulf Coast, the Atlantic Seaboard, the West Coast, Canada, and the Caribbean Basin and acts as a single source turn-key solution for its customers’ marine contracting needs. Its heavy civil marine construction services include marine transportation facility construction, marine pipeline construction, marine environmental structures, dredging, and specialty services. Its specialty services include salvage, demolition, diving, surveying, towing and underwater inspection, excavation and

repair. The Company is headquartered in Houston, Texas and has a 75-year legacy of successful operations.

Legal News



OPA 90 and THE FEDERAL OIL SPILL LIABILITY TRUST FUND

Passed by Congress in 1990 following the M/V EXXON VALDEZ oil spill in Alaska, the Oil Pollution Act (OPA) imposes liability for removal/cleanup costs and damages resulting from an incident in which oil is discharged into navigable waters or adjoining shorelines and the territorial waters of the United States. The Act is one of the main federal statutes establishing liability for damages for injuries or loss of natural resources.

OPA places the financial burden on the “responsible party” to pay for removal costs and damages resulting from the incident. Removal includes containment and the taking of other actions to minimize or mitigate damage to public health or welfare including fish, wildlife, public and private property, shorelines and beaches.

The responsible party is defined as any person or company owning, operating or chartering a vessel. With respect to an offshore facility, the responsible party is the lessee or permittee of the area in which the facility is located. With respect to a mobile offshore drilling unit (MODU) or rig, its owner or operator is the responsible party. Depending on the circumstances and scope of the spill, both the owner/operator of the MODU and the lessee of the area may be designated the responsible party.

Liability of the responsible party for these costs is one of strict liability, *i.e.*, the responsible party will be liable without regard to fault. The claimant need only prove that a discharge occurred from the vessel or facility and that the defendant is the responsible party.

Although OPA imposes strict liability, it places a monetary cap on that liability. But those limits

may not be very meaningful because the conditions that allow the limits to be lifted are not very difficult to meet. The first exception to the monetary limits is that notwithstanding such limits, all removal costs incurred by federal, state or local governments shall be paid by the responsible party. If the responsible party fails to report an incident or fails to provide all reasonable cooperation and assistance requested by officers, it will not be entitled to limit its liability. Further, if the discharge was proximately caused by gross or willful misconduct or violation of an applicable federal safety, construction or operating regulation, it will not be allowed to limit its liability.

Even though a responsible party alleges that the discharge was caused solely by the act or omission of a third party, it must still pay removal costs and damages to claimants if the third party does not do so voluntarily.

A wide range of damages are covered by OPA 90. They include: real or personal property damage, loss of profits or earning capacity, loss of subsistence use of natural resources, loss of government revenues, cost of increased public services and natural resource damage and the costs of assessing such damage. Any person who incurs damage or loss may submit claims against the responsible party.

In general, the Oil Spill Liability Trust Fund comes into operation when the responsible party denies a claim or fails to settle it within ninety days. This fund is provided for by a 5¢ per barrel tax from the oil industry on petroleum produced in or imported to the United States. The fund is managed by the National Pollution Funds Center administered by the United States Coast Guard. If the responsible party has not responded to a claim for damages, the aggrieved party may contact the NPFC directly, 202-493-6700, or 800-280-7118. The NPFC website (www.uscg.mil/ccs/npfc) is easy to access and provides clear instructions for the claims process. The fund is intended to provide efficient responsive adjudication of claims, and it is not imperative that a claimant undertake the expense of filing a lawsuit against the responsible party and invite the inevitable delay in recovery. Generally, the claimant must first submit its claim to the responsible party. If the responsible party denies the claim or does not act within ninety days, the claimant may apply to the NPFC. (Note that OPA 90 and the Fund

do not respond to claims for personal injury.) To apply to the NPFC, the claimant must show that it submitted its claim to the responsible party which denied or took no action on the claim.

The claims must be supported by reasonable documentation. For claims involving lost profits or earning capacity, the claimant is only entitled to profit that was lost or typically earned. Costs of cleaning vessels and facilities are recoverable. Further, the claim must be submitted within three years of the date the damage was reasonably discoverable. Examples of supporting documentation include photographs and bookkeeping/tax records.

If you own waterfront property that was damaged, you may have a claim for restoring the property to its pre-spill condition, or if you sell the property, you may submit a claim for the difference between its assessment before the spill and the lower price received for it after the spill. If the claimant incurs clean up costs, it must show its actions were reasonable, that his actions aided in the spill clean up and necessary to present or reduce the effects of the spill. Supporting documents should include logs, invoices, proof of payment, and any documentation the claimant feels support the claim.

It has been my experience that the personnel at the NPFC are not adversarial. To the contrary, they are extraordinarily helpful in guiding claimants through the process and making sure that each claim is given full attention, no matter its size. The NPFC does require reasonable documentation in support of the claim before payment will be issued, but that is consistent with their mission, which is to ensure that the money in the Fund with which it is entrusted is paid only to those who have legitimate claims.



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this internationally important habitat,” Fujita said.

America's WETLAND

NFL Star Scott Fujita and AMERICA'S WETLAND Foundation Launch Text Messaging Drive to Replant Wetlands - Text-to-Give Donations will be used to support environmental restoration in the wake of the Gulf of Mexico oil spill off Louisiana's endangered coast

Marking the opening of hurricane season, former New Orleans Saints Super Bowl linebacker Scott Fujita and the America's WETLAND Foundation (AWF) have teamed up to heighten awareness and build support for restoring Louisiana's eroding coastline.

As part of a public service announcement campaign, AWF is launching a text-messaging drive to support volunteer planting and restoration projects in Louisiana's marshes after the oil spill.



Fujita, now with the Cleveland Browns, donated \$12,500 to AWF for plantings in April and is a strong supporter of coastal restoration. He recently taped a PSA that urges supporters to “Give Now” by texting “isupport wetlands” to 20222, then replying “yes” when asked for confirmation of their \$10 donation.

All donations will go directly to support the work of the America's WETLAND Conservation Corps (AWCC), an LSU Ag Center-based AmeriCorps program that will manage volunteers and plantings in the wake of the Gulf Coast oil spill.

“These wetlands, already endangered due to coastal erosion, need all of us to pitch in to save

World Trade Center



World Trade Center Names Dominik Knoll Chief Executive Officer

The World Trade Center of New Orleans, a non-profit organization of over 1600 corporate and individual members dedicated to fostering and promoting international business and trade in Louisiana, named Dominik Knoll Chief Executive Officer.

Knoll, a native of Italy, comes to the World Trade Center (WTC) with significant international business experience. Prior to his new position, Knoll was assistant and later project manager to the CEO of Kronberg International Holding a European real estate player and joint venture partner of Pirelli Real Estate, Italy. As part of his responsibilities, Knoll oversaw general contractors in multiphase projects as well as assisted the CEO in securing financing and approaching new investors in Europe and the United States.

“This is an exciting opportunity to build on the great history and strengths of the World Trade Center,” said Knoll. “I look forward to promoting Louisiana and helping expand Louisiana's international trade opportunities.”

According to WTC President Constance Willems, Knoll's selection "signals the Trade Center's commitment to expanding and accelerating the organization's pre-eminent role as a driver of international business to and from Louisiana and the Gulf Coast, and to providing its members with vital trade information and opportunities unavailable elsewhere in the region. Dominik accepted this important role with a determination to be more than a caretaker and to help lead the World Trade Center to new heights through the creative use of technology

and aggressive statewide outreach and program delivery. We are well pleased that he has accepted this role and are very excited about the enthusiasm and skill set he brings to the organization."

Knoll, who recently received his MBA from Tulane University, also holds a Master of Science Degree in Management from the Business School – University of Innsbruck, Austria and an Accreditation of Master Degree to Italian PhD (Dottore).

Managing Director Gene Schreiber will facilitate the new transition. "We are indebted to Gene and the invaluable work he has performed as the Managing Director of the World Trade Center for more than 30 years."

In 2007, Knoll published his first book in German, *How Companies Successfully Enter Clusters*, and is currently working on his second. Knoll will officially begin his new role as CEO on July 1.

The mission of the WTC is to add wealth and jobs in Louisiana and the Gulf region through international trade, port development and allied activities by supporting a prosperous international business climate in Louisiana with advocacy, information, education and stakeholder programs and services, resulting in the retention, recruitment and expansion of Louisiana-based international businesses.

Welcome New Members

This month PAL welcomes three new associate members:

Apex Freight Services, Inc. specializes in Transportation logistics. They are located in Lafayette, LA and will be represented by Mr. Tracy J. Pellerin

Hanson Professional Services, Inc. deals in port planning, engineering, design & coastal management. They are located in Missouri City, TX and will be represented by Mr. Mike McQuillan.

Providence Engineering and Environmental Group, LLC is an environmental engineering and security solutions firm. They are located in

Baton Rouge and will be represented by Mr. Todd Black

MARK YOUR CALENDARS

June 3, PAL Monthly Meeting, 10AM ,
Richmond Suites, Baton Rouge, LA

July 1, PAL Monthly Meeting, 10AM ,
Richmond Suites, Baton Rouge, LA

