

NEWS FROM THE DOCKS



ASSOCIATION OF LOUISIANA

Louisiana Ports Deliver

November 2010
Vol. 11, No.11

Message from the PAL Office

You can sense the holidays approaching. It will be Thanksgiving in just two weeks. It is hard to believe that Christmas is right around the corner. Where did the Fall go?

Some good things have happened this Fall. The Tigers are on a roll...it has been a bumpy ride but they are 8 & 1 and no one can deny that. The moratorium has been lifted...YEAH! Leasing is still very slow but we can hope that will increase as the feds become more comfortable with the new regulations. PAL has added several new members during our Fall membership drive. Remember if you join now, it will be considered as a membership for 2011.

This month PAL mailed letters announcing sponsorship opportunities regarding our annual conference. We'd love to have you participate. If you are interested just call the PAL office and we will be happy to discuss the options that are available. Remember, the conference will take place in Shreveport, March 23-25, 2011.

At this time of year, as we take time to reflect upon our many blessings, PAL would like to wish all of you and your families a Happy Thanksgiving.



3055 East Lakeshore Drive •Baton Rouge, LA 70808

Legislative News

PAL continues to be concerned about the requirements for the beneficial usage of spoil materials as it relates to wetlands. PAL is participating in a series of meetings with DNR, DOTD and others to assure that port interests are addressed in the permitting process.

Legislation was enacted this past session, which allows the placement of kinetic generators in the river. DNR is developing rules and regulations to allow implementation of that legislation. To date no draft of those rules is available.

LED continues to work toward implementation of the new Tax Incentive Program. However, they have just announced that the final rule will not be published in the December issue of the Louisiana Register. This will cause further delay in the date at which they will accept applications. Both PAL and LED are still awaiting an analysis from economist, Jim Richardson, concerning the "no net loss" requirement of the Import/Export Tax Incentive Program.

Sen. Appel's Global Trade Initiative Task Force has asked UNO to provide a report on the Florida Seaport's Governance Laws. That is complete and members of the task force have been provided with copies.

Driving Louisiana Forward has begun a new initiative to address the funding shortage for transportation infrastructure. While primarily dealing with highway needs, the initiative would include additional funding for ports. Revenue shortfalls for infrastructure are approaching a critical point in the state and will need to be addressed by the administration and the legislature.

•(225) 334-9040 •fax (225)334-9044

Corporate Member News

Port Manchac

South Tangipahoa Parish Port Commission Meets Congressional Delegation in Washington D. C.

Members of the South Tangipahoa Parish Port Commission (STPPC), governing authority for Port Manchac, traveled to Washington D.C. recently to discuss pending projects and related FY2011 federal appropriations request(s) for the Port Manchac inter-modal terminal. The funding will be utilized to finance a series of infrastructure projects including a proposed new barge channel, bulkhead, rail spur upgrades, and internal roadway improvements that are designed to attract new industries and create new jobs at the facility.



The delegation, headed by current STPPC President J. Parker Layrisson, met with Senator David Vitter, Senator Mary Landrieu, Representative Steve Scalise, and Representative Bill Cassidy to review the port’s business plan and related funding request for the proposed barge channel that will be engineered to provide safe and efficient barge access for tenants at Port Manchac. The improvements are part of a five (5) year Master Plan designed to re-develop the inland port into a state-of-art trans-shipment terminal capable of handling bulk, break-bulk, neo-bulk, and containerized cargo by barge, rail, and truck at one prime location.

The new barge channel will facilitate a higher volume of cargo transports to/from Lake Pontchartrain, the Mississippi River, and The

Port of New Orleans. The forty (40) acre facility is strategically located in southern Tangipahoa Parish directly adjacent to Interstate 55 and the mainline of the Canadian National Railroad. The STPPC plans to add an additional one-hundred (100) acres at the current site to prepare for future terminal expansion projects.

STPPC President Layrisson stated that he was very pleased with the feedback from the series of meetings with the port’s congressional delegation. “The STPPC is fortunate to have tremendous support from Senator Vitter, Senator Landrieu, Representative Scalise, and Representative Cassidy in Washington D.C. The new infrastructure projects planned for Port Manchac would not be possible without the critical financial assistance from the federal appropriations that are essential to the success of our mission at Port Manchac”, commented Layrisson

.....

South Tangipahoa Parish Port Commission Welcomes New Member to Governing Authority for Port Manchac

Mr. Daryl Ferrara was recently sworn in as the newest member of The South Tangipahoa Parish Port Commission (STPPC). The oath of office ceremony took place during the commission’s regular monthly meeting on October 12th at the STPPC office in Ponchatoula, Louisiana.

Ferrara was officially appointed to serve on the commission by Louisiana Governor Bobby Jindal on September 21, 2010, to replace a vacant seat on the seven (7) member board. The STPPC members are selected for terms of six (6) years and serve as the official governing entity for Port Manchac.



Mr. Ferrara is Vice-President and currently Branch Manager of Hancock Bank in Hammond, LA. He is a graduate of

Southeastern Louisiana University with a B.A. in Marketing and Finance. He serves as Chairman of the Board of the Hammond Chamber of Commerce Board and has been a member of the organization since 2005. In addition, Mr. Ferrara was voted the 2009 Man of the Year by the Hammond Junior Auxiliary and is involved in several other community related organizations including: Options, Inc. – President, Hammond Industrial Development Board, Hammond Area Economic Development District, Crimestoppers, Leadership Tangipahoa, and LHSAA Ladies Top 28 Basketball Tournament Volunteer. He is also member of Holy Ghost Catholic Church and is a life-long resident of Hammond, LA.

Hammond City Judge Grace Bennett administered the official oath of office to Ferrara at the October 12, 2010 meeting of the board. Judge Bennett also administered the oath of office to three current members of the STPPC that were re-appointed for additional six (6) year terms. The members include attorney and current President – J. Parker Layrisson, businessman Don Bankston (Care Inc. co-owner and On-Site Guardian – President), and Don Boihem, who recently retired from Entergy after 41 years of service and is currently involved in various local civic organizations. Members of the STPPC receive no compensation for their public service to Port Manchac community.

Port of New Orleans

Port Set To Break Record For Container Vessel Arrivals - A Record 43 Container Vessels Arrived in September, 47 Scheduled For October

During the month of September, 43 container vessels worked cargo at the Napoleon Avenue Container Terminal. The figure set an all-time record for the number of container ships arriving at the Port within a given month.

“The better news is October is expected to break last month’s mark,” said Port President and CEO Gary LaGrange. “Our terminal operators and Port staff have worked closely with the shipping lines to build services and new cargo opportunities in New Orleans. Together with upticks in the national and global economies, we hope to see this trend continue.”

Three of the world’s five-largest container carriers call on the Napoleon Avenue Container Terminal. Maersk, Mediterranean Shipping Company and Hapag-Lloyd operate significant weekly services to New Orleans, along with Seaboard Marine and CMA-CGM.

In September, the Port welcomed 17 MSC vessels, 12 Hapag-Lloyd vessels, 8 Seaboard vessels, 5 Maersk vessels and one CMA-CGM vessel. A total of 47 container vessels are scheduled for the Port in October.

Hapag-Lloyd added a new vessel to its Mediterranean service into New Orleans in September. The new vessel bolsters an already bustling container business at the Port. Through the first six months of 2010 the Port realized a 60 percent increase in TEUs (twenty-foot-equivalent units) compared to the same period one year ago. At this pace, the Port’s TEU total could top 400,000 at the Napoleon Avenue Container Terminal in 2010. And Port officials are working diligently to expand capacity and services at Napoleon. Two additional 65-long-ton container gantry cranes should be delivered in 2011 at an estimated cost of \$26.5 million. The cranes will allow terminal operators to work larger vessels more efficiently. Also, the Board of Commissioners of the Port awarded initial contracts in July for the Napoleon Avenue Stage “C” expansion. The \$11.8 million project aims to add acreage and efficiencies to the Napoleon Terminal.

.....
Norwegian Spirit Comes “Home” to New Orleans

Freestyle Cruising ship to sail seven-day cruises from New Orleans to the Western Caribbean through April 2012

Norwegian Cruise Line’s 2,018-passenger [Norwegian Spirit](#) will arrived in her new homeport of New Orleans on Sunday, November 7, 2010. This marks the first time Norwegian is homeporting a ship year-round in New Orleans with weekly seven-day Western Caribbean cruises departing every Sunday through April 8, 2012. Norwegian has homeported cruise ships in New Orleans seasonally since 2003 and was the first line to return to New Orleans following Hurricane Katrina.

“We are thrilled to return to the Crescent City, which has been a popular seasonal homeport for

us,” said Kevin Sheehan, Norwegian Cruise Line’s chief executive officer. “By bringing Norwegian Spirit to New Orleans year-round, we are able to open up the cruise market to more people that may not have experienced the incredible value of a Freestyle Cruising vacation.”

“The Port of New Orleans and the City thanks Norwegian Cruise Line for their ongoing commitment and investment in Louisiana,” said Port of New Orleans President and CEO Gary LaGrange. “Norwegian plays a critical role in Port-related activity and our tourism industry as a whole. We are extremely excited about Norwegian’s increased presence here and look forward to a long and successful partnership.”

The strong sense of community in New Orleans matches that of Norwegian Spirit’s crew members, often recognized for their outstanding community service work. In recent years, they have come together to donate goods and supplies to local orphanages and continue to assist with charitable activities in the ports they visit. Earlier this year, the ship led the first Tweetup for Good conducting humanitarian activities throughout the Western Caribbean which was simultaneously broadcast live via Twitter.

Norwegian Spirit features 12 Freestyle Dining options including Norwegian’s signature steak house, Cagney’s; 10 bars and lounges; two swimming pools with four hot tubs, a kid’s pool area with two water slides; a complimentary kid’s club and video arcade for teens; a casino; a full-service spa and salon; and a fitness center offering state-of-the-art exercise equipment. For those looking to experience the suite life on board Norwegian Spirit, luxurious amenities with exclusive butler and concierge service await. Two owner’s suites feature private bedrooms with queen-size beds, a living room and dining area, full bath with whirlpool tub and shower, and private balconies. For large families cruising together, penthouse suites can interconnect to create multiple bedroom configurations, with a separate bathroom and shower.

Norwegian Spirit’s seven-day Exotic Western Caribbean cruises will depart New Orleans every Sunday with ports of call including: Costa Maya and Cozumel, Mexico; Roatán (Bay Islands), Honduras; and Belize City, Belize. Cruises are priced from \$349 per person, based

on double occupancy and excluding taxes and fees.

Guests can experience the rich history of the Crescent City on the “Past, Present and Perfect” shore excursion either before or after their cruise. The narrated bus tour takes guests to century-old landmarks through the French Quarter and follows the traditional route of Mardi Gras parades. While in the Caribbean, guests can tour ancient Mayan ruins in Costa Maya and Cozumel; or stroll through the popular

Gumbalimba Park in Roatán for a close look at native wildlife. In Belize, those looking for a one-of-a-kind adventure can zip-line through the forest followed by cave tubing in the undergrounds of the jungle.



Norwegian Spirit’s crew led by Hotel Director Frank Hasenwinkel held a holiday gift drive at a Roatán Orphanage.

To book a cruise on Norwegian Spirit, contact a travel professional, call Norwegian at 866-NCL-CRUISE (625-2784) or visit www.ncl.com.

About Norwegian Cruise Line

Norwegian Cruise Line is the innovator in cruise travel with a 44-year history of breaking the boundaries of traditional cruising, most notably with the introduction of Freestyle Cruising which has revolutionized the industry by allowing guests more freedom and flexibility. Today, Norwegian has 11 purpose-built Freestyle Cruising ships, providing guests the opportunity to enjoy a relaxed cruise vacation on some of the newest and most contemporary ships at sea. The Company has reached an agreement for two 143,000-gross ton vessels for delivery in 2013 and 2014.

Norwegian’s largest and most innovative Freestyle Cruising ship, Norwegian Epic, debuted in June 2010. Norwegian Cruise Line is the official cruise line of Blue Man Group,

debuting for the first time at sea on Norwegian Epic, as well as the official cruise line of Legends in Concert, Second City® Comedy Troupe, Howl at the Moon Dueling Pianos, Gibson Guitar, and Nickelodeon, the number-one entertainment brand for kids. Cirque Dreams™ & Dinner is also featured on board Norwegian Epic as the first show of its kind at sea under a big top.

Port of Lake Charles

Port of Lake Charles Announces Project With Immediate New Jobs

The Port of Lake Charles announced a new project immediately locating at the Port's Industrial Canal facilities involving at least 1000 new jobs. Vessel cleaning work will begin next week.

The project, undertaken by the Port, in conjunction with British Petroleum (BP) and Dynamic Industries, Inc. (DII) of Lafayette, will provide a state of the art facility for the final cleaning of one of the largest peacetime marine fleets ever assembled. The vessels to be processed were employed as part of the massive response efforts for the Deepwater Horizon spill. The Port of Lake Charles site has been selected to serve as one of several work sites and the project will have an immediate positive economic impact on the area, including hiring personnel and spending at local suppliers, service providers, restaurants, and hotels.

Three large-scale, professional decontamination sites have been established to handle the larger vessels (upward of 75'). Sites in Lake Charles, as well as Port Fourchon, LA. and Pascagoula, MS., will perform the last stage of cleaning for the response fleet.

According to a local BP representative, Dave Kinnaird, "The decision was made to locate at the Port of Lake Charles based on the Port's impressive turning basin facility at the Industrial Canal combined with the availability in the region of the large, skilled workforce needed for this project. The Lake Charles area presents an impressive collection of resources and we look forward to working with the local community."

The site will be operated by Louisiana based DII and safety will be of the highest priority at the project site. Workers possessing HAZWOPER training are needed. Once the supply of already trained workers is exhausted, training will be offered as part of employment. Interested persons are asked to apply for jobs in person in Building B at Gate One of the DII yard, located at 3744 Henry Pugh Blvd located near Lincoln Road and Big Lake Road in South Lake Charles.

An estimated six to eight million man-hours of work will be performed at the Lake Charles site before the project concludes. Operations at the site will take place 24 hours a day, 7 days a week over the next 3 to 6 months.

Work at the site will consist of doing a final (Stage III) detailed cleaning of the vessels' hulls, superstructures, decks, and confined spaces. Before coming to the Port's facilities vessels have undergone two levels of decontamination (Stage I and Stage II) prior to entering the channel. Each vessel has passed a Coast Guard inspection and received a certification as being properly clean to get underway before being allowed into the channel.

Ample measures will be taken in order to protect the environment. All aspects of the EPA and LA DEQ approved waste management plan will be followed. BP and DII are upgrading the sanitary facilities at the site which will give make the Port's site more attractive for future possible projects.

The Port, in conjunction with BP, the United States Coast Guard, DII, and the Lake Charles Pilots, Inc. are working together to ensure that navigation of the channel will not be impaired.

Port Fourchon

John Melancon, Jr. Appointed to Port Commission Board

John Melancon, Jr., son of the late John "Johnny" Melancon, Sr., was appointed to the Greater Lafourche Port Commission's board of commissioners at a special meeting on Wednesday, October 27th. He was nominated by board president Larry Griffin and was unanimously approved. John will serve as a temporary successor to his father until a special election can be held to fill Seat G for the remainder of the board's term.



President Griffin said of Mr. Johnny, “Johnny Melancon will be hard to replace no matter who sits in his seat. He was a great colleague and personal friend, and he will be greatly missed by all of us at the port. He was one of those who had a lot to do with Port Fourchon’s success.”

Mr. Johnny Melancon, Sr. served on the port’s board for fifteen years. He held multiple offices including president, vice president, and, most recently, treasurer until his passing on October 18th. During Mr. Johnny’s tenure as commissioner, he saw Port Fourchon grow exponentially with the Northern Expansion project, approved the acquisition of the South Lafourche Airport in Galliano, kept watch over the port’s increasingly complex budget, and had a hand in the hiring of several port employees, including the current director Chett Chiasson.

“We are sure Mr. Johnny would have been proud to see his son John, Jr. stepping up to represent him,” said Chiasson. “John has followed his father’s tenure as commissioner, knows the port and this area, and is committed to our success. He understands what we do and what we’re here for.”

John, Jr. was sworn in at the special meeting yesterday and immediately took his seat on the board. One of his first votes as a commissioner was to fill the vacant treasurer position left by his father.

Board members elected Commissioner Jimmy Guidry, a member of the Finance Committee, to fill the position of Treasurer of the Board. Commissioner Perry Gisclair was also named to the Executive Committee.

Legal News



Banning Of Foreign Vessels From Entry Into the United States Courts

On September 1, 2010, the United States Coast Guard’s policy and procedures for denying entry of certain foreign flag commercial vessels into any port in the United States became effective. Generally stated, foreign flag vessels, which have a history of operating in a continuous sub-standard condition, will be prevented from navigating in waters subject to United States jurisdiction.

The U.S. Coast Guard Port State Control (PSC) program began in 1994 when Congress required the United States Coast Guard to change its approach to foreign vessel examinations. This piece of legislation required the Coast Guard to hold those most responsible for sub-standard ships accountable, including owners, classification societies and flag states. The Coast Guard’s authority to intervene and prohibit such foreign flag vessels entering our ports is found in 33 U.S.C. 1228, which prohibits vessels from operating in the navigable waters of the United States or transferring cargo in any port or place under the jurisdiction of the United States if the vessel has a history of accidents, collision incidents or serious repair problems, or fails to comply with applicable regulations, laws or treaties, or discharges oil or hazardous material in violation of the law, or fails to comply with vessel traffic service, manning and language requirements. 33 U.S.C. 1223(b) gives the Coast Guard authority to order any such vessel either to anchor or operate at its direction.

In 1997 the Coast Guard issued regulations to the shipping industry making it clear that vessels calling on U.S. ports must comply with the requirements of the International Convention for the Safety of Life at Sea (SOLAS), and the International Safe Management Code (ISM), also known as International Code for the Safe Operation of Ships and for Pollution Prevention, published by the International Maritime Organization (IMO).

The Congress and the Coast Guard recognized that the cornerstone for ensuring a vessel is compliant with international standards, laws and regulations is a well written and properly implemented Safety Management System (SMS). Without commitment by top level company management and continuous improvement by vessel owners to ensure proper maintenance and safe operation of their vessels, an effective SMS cannot be achieved. Companies that do not embrace a safety culture, and that repeatedly operate vessels in a substandard condition, have failed to recognize the importance of complying with international conventions and standards and put their crews, vessels and the maritime environment at risk. All owners are required to have a comprehensive SMS in place that is enforced.

It is not unusual for the Coast Guard to intercept vessels arriving into U.S. waters that consistently demonstrate a substandard condition, and thus fail to comply with the requirements found not only in our domestic regulations, but also in international conventions. Previously there was no mechanism in place to effectively and consistently respond to repeat offenders. This new policy should provide a systematic approach to addressing these vessels.

When a vessel has been repeatedly detained (meaning three or more detentions within twelve months) and it is determined by the Coast Guard that failure by owners to effectively implement the SMS was a contributing factor for the substandard conditions that lead to the detentions, the vessel will be denied entry into any port within the United States until specific actions by owners to remedy the deficiencies are completed to the satisfaction of the Coast Guard.

Part 1228 of the Code does allow provisional entry of a vessel not in compliance if the owner or operator of the vessel proves to the satisfaction of the Coast Guard that the vessel is not unsafe or a threat to the marine environment, and if such entry is necessary for the safety of the vessel or persons aboard. A ban may be lifted if the owner or operator of the vessel proves to the satisfaction of the Coast Guard that the vessel is no longer unsafe or a threat to the maritime environment and is no longer in violation of any applicable law, treaty, regulation or condition.

This policy was put in place to require vessel owners to comply with the ISM Code which provides an international standard of the safe management and operation of ships. As stated in the policy letter (which may be found at [HTTP://www.homeport.uscg.mil](http://www.homeport.uscg.mil)), the major goal of the ISM Code is to help companies achieve and maintain high standards of safety and environmental protection for their fleet. While most companies comply, the Coast Guard recognized over the past few years that there have been cases where foreign flag vessels have been repeatedly detained by the Coast Guard due to significant safety and security non-compliance and substandard conditions. This new policy of detaining repeat offenders places owners at significant economic risk. If during the Coast Guard's examination of the vessel and review of its operating history, it is found that adequate measures have not been taken to prevent future non-compliance, the Commandant will issue a Letter of Denial to the vessel owner informing them that the vessel will be denied entry into any port or place in the United States unless specific actions are completed to the Commandant's satisfaction. The Coast Guard will also make notification to the vessel's flag administration and other contracting governments explaining the actions, all with the intent of placing them on notice that repeat offenders will not be tolerated. Upon receipt of the Letter of Denial, owners are required to submit information and evidence establishing that the deficiencies have been corrected and that such conduct will not be repeated.

Further, 33 U.S.C. §1232 provides that a vessel failing to comply with the Coast Guard's mandate may subject owners to a civil penalty of \$32,500 for each day the vessel is in violation and/or a criminal penalty of not more than \$50,000 or imprisonment of not more than five years, or both.

Detention of a cargo vessel or denying it entry will cause significant detrimental economic ripples that effect all in the chain of commerce. That, coupled with the threat of civil and criminal sanctions, is proof positive that the Coast Guard is adopting a policy of "zero" tolerance when it comes to ensuring the safety of our ports, environment and maritime commerce.



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

America's WETLAND



DELTAS2010

Leaders from 15 countries and experts of coastal issues across the nation met for the inaugural **DELTAS2010: World Delta Dialogues**, hosted by the America's WETLAND Foundation and partners, The Royal Netherlands Embassy, The Nature Conservancy, The Greater New Orleans Foundation and our sponsors, Shell, Chevron, Blue Moon Fund and Entergy. The conference was an interactive, international conference to address the complex issues and interests in delta regions, foster cooperation among governments and stakeholders and share knowledge, best practices, research and technology.

The much anticipated event took place in New Orleans, October 17-21 and tackled the challenges and opportunities associated with sustaining deltaic regions worldwide, using the Mississippi River Delta as a model. More than 350 participants were invited from 15 countries and the U.S., They represented diverse interests that included national environmental organizations, energy, navigation, ecosystem restoration, state and federal government, communities and culture, and are working together to ensure delta regions worldwide can be protected and sustained.

Many attendees participated in sponsored tours that helped them build an understanding of the uniqueness of the Mississippi delta and the sustainability challenges faced by the region such as "Critical infrastructure" highlighting the importance of Port Fourchon to the region, "Water-Based Urban Design" focused on the Dutch approach to "living with nature," "Community Vulnerability and Cultural Retreat" of Plaquemines Parish and the "Triple Threat" of sediment trapping, subsidence, and sea level rise facing the region. Other attendees engaged in

hands-on restoration work and plantings in City Park with the America's WETLAND Conservation Corps.

The attendees addressed the many tradeoffs necessary for moving restoration efforts forward and balancing the need for a healthy ecosystem with the economic and energy needs of the nation. **DELTAS2010** fostered an ongoing sharing of technology, strategies, and solutions among delta regions across the globe.

Concluding the week of events, the America's WETLAND Foundation and its AEC initiative held a special legislators meeting in partnership with the National Conference of State Legislatures. The purpose of the gathering was to discuss how to approach issues during times of disasters, such as lines of authority and conflicting policies between states and the federal government and the unexpected costs sustained by states. At this critical time when Federal legislative agendas are being set, the AEC is playing an important role in fostering a spirit of cooperation among diverse coastal interests among the four energy-producing states.

Louisiana Economic Development Update

Louisiana's Business Climate Earns Highest Rank Ever - Leading economic development publication ranks Louisiana among the top 10 states for business in the U.S. for the first time; Louisiana jumps 16 spots from 2009 to 2010 -- the largest improvement of any state.

Site Selection magazine released its 2010 Top Business Climate Rankings, and Louisiana earned its highest ranking to date -- improving to ninth best in the U.S. from 25th in 2009.

From 2009 to 2010, Louisiana's business climate ranking improved more than that of any other state in the U.S. Louisiana had never before appeared in the top 10 in the 18-year history of the *Site Selection* ranking.

The *Site Selection* ranking is based 50 percent on a survey of site selection consultants and corporate executives who make location decisions for major business investment projects and 50 percent on quantitative measures primarily linked to the national Conway Data New Plant Database of new and expanded

business facility activity. Louisiana ranked seventh best on the executive survey and ninth best overall.

New Business Venture

Longtime World Trade Center of New Orleans Managing Director Eugene Schreiber, who retired in July after 31 years, has begun Schreiber International Trade, LLC. For a long time Ed has looked forward to assisting one-on-one Louisiana companies interested in getting started in international business, exporting, or importing, and improving the results for those firms already engaged in trade. For additional information go to his website at www.schreibertrade.com.

Message From IRPT

As many of you know, the IRPT Board of Directors approved a position paper on federal funding of inland ports and terminals at our recent Board meeting in Boston on September 22nd. We will now embark on a concerted effort to establish funding through reauthorization of the federal transportation bill. It's now time to move this effort forward and begin the process of getting the word out to Congress, state legislators, and the host of other parties that will have an impact on the success of IRPT's effort. As such, we are going to begin by issuing a press release. This is where I need your help.

Our plans are to send the press release to as many media outlets we can put together. The more we send out the better chance of getting our issues addressed and made known. We will take a multifaceted approach using a number of sources. However, it's EXTREMELY important that we get this press release to the media outlets that will have an interest in publishing our story. This will be the newspapers, radio/TV stations, websites, online media directories, etc. that are in our local areas. Remember, Congressional staff stay on top of local media to keep themselves informed.

Consequently, I need each of you to provide me with the contact information of any and all media outlets you can find within your river

basin and local/regional media areas. If you have a specific contact (name of reporter) that will likely report on this, please be sure to list their names and e-mail addresses. The goal is get this put together and out shortly after the election. The media is focused on the election right now and its likely we would get passed over. Secondly, we will get the attention of new Congressional members as there will likely be substantial change.

Please e-mail your responses to both myself and Deirdre at admin@irpt.net.

Again, thanks for your help and please let me know if you have any questions, suggestions or would like to offer additional resources.

Maurice Owen
President, IRPT

New Associate Members

This month PAL welcomes three new associate members:

- 1) Buchart Horn, Inc. is a consulting engineering firm located in Baton Rouge. They will be represented by Alan Krouse.
- 2) Lugenbuhl, Wheaton, Peck Rankini & Hubbard is a law firm located In New Orelans. They will be represented by Mr. Roger Wheaton.
- 3) NTB Associates is an engineering, surveying and GIS firm located in Baton Rouge. They will be represented by Mr. John King and Ms. Cherry Talbert.

In Memoriam

Captain Edward Peterson, director of the Louisiana River Pilots Association, passed away on Sunday, October 10, 2010 at 8:10 PM at the age of 63. He touched thousands of lives during his life and will be missed. He leaves behind his wife Millie, children Bill and Karen, son-in-law Joe and four grandchildren. A graduate of Kings Point, Ed had a powerful relationship with many

in the maritime industry around the world. Ed's generous contributions to those that work on the Mississippi River are as vast as the River itself. Not only was his passion apparent in the many hours he devoted to represent River Pilots in Baton Rouge, but he took the time to listen and befriend countless individuals from all walks of life. The small things Ed did made a difference, whether it was writing a letter to praise an airline employee or sharing tales of world travels and foreign coins with an impressionable child. Prior to serving as director of the Louisiana River Pilots, Ed was the chairman of the Mississippi Valley Trade & Transport Council. His philanthropic works supported worthwhile organizations including New Heights Riding and Therapy Center, Susan G. Komen for the Cure and The Leukemia & Lymphoma Society. Ed had gusto for celebrating life and everyone who knew him is fortunate.

MARK YOUR CALENDARS

December 16th, PAL monthly meeting, Natchitoches, LA

January 6, 2011, PAL monthly meeting, 10AM, Richmond Suites, Baton Rouge, LA

February 3, 2011, PAL monthly meeting, 10AM, Richmond Suites, Baton Rouge, LA

March 23-25, 2011, PAL Annual Conference, Sam's Town Hotel and Casino, Shreveport, LA

