

NEWS FROM THE DOCKS



ASSOCIATION OF LOUISIANA

Louisiana Ports Deliver

November 2009
Vol. 10, No. 11

Message from the PAL Office

As the holiday season approaches, PAL would like to take this opportunity to thank all of you for your support during the last year. We work hard to keep the needs of this industry before our elected officials and the public but we could not do it without the backing of so many of you. We feel that economic development is the key to a better well being for Louisiana's citizens and we continue to convey that message and the value of the port and maritime industry in Louisiana's economy. Thank you for helping us in this effort! We look forward to working with you again next year!



Remember the 2010 annual conference. It will take place in New Orleans March 30th, 31st and April 1st. The Maison Dupuy Hotel in the French Quarter will be the host hotel. You can make your reservations now by calling 800-535-9177 and asking for the Ports of Louisiana block of rooms. The rate is \$119 per night and that includes breakfast.

Legislative Update

During the last legislative session a HCR 153 was passed. This legislation was authored by Representative Hollis Downs and is designed to study transportation funding in Louisiana, how it operates and how it could be improved. While it would be desirable for the joint committee to come to a consensus on how to make strides in funding our transportation system, the end result may be several options that could take the form of legislation or be implemented as policy.

After careful thought and consideration, it was determined that subcommittees would be created to further delve into this issue. Those committees and their membership are as follows:

Transportation Funding Instruments:

Sen. Erdey, Chair, Rep. Doerge, Co-Chair, Senator Adley, Rep. H. Burns, Rep. Gisclair, Rep. Guinn, Sen. Heitmeier

Current Gas Tax:

Sen. Shaw, Chair, Rep. Doerge, Rep. Guinn, Sen. B. Gautreaux

Public Transit and Local Government:

Rep. Pope, Chair, Sen. B. Gautreaux, Co-Chair Rep. S. Jones, Rep. H. Burns, Rep. Little, Rep. Billiot, Rep. Norton

Non-Federal Matching:

Rep. S. Jones, Chair, Sen. Kostelka, Co-Chair Rep. Doerge, Rep. Hill

Ports, Airports, and Freight:

Sen. Heitmeier, Chair, Rep. Dixon, Co-Chair Rep. S. Jones, Rep. Gisclair, Rep. Franklin, Rep. Billiot, Rep. Pope, Rep. Guinn

Stakeholders:

Blueprint Louisiana, Louisiana Municipal Association, Louisiana Motor Transport Association, Inc. – Cathy Gautreaux, Louisiana Railroads – Carmack Blackmon, Ports Association of Louisiana – Joe Accardo, Police Jury Association, El Camino Corridor Commission, Western Corridor Commission – Bobby Williams and Mike Tinnerello Gary Devall – United Transportation Union, Louisiana AFL-CIO, Jim Repas – National Corridor Initiative, Pat Judge – Louisiana Public Transit Association, Derrell D. Cohoon – Louisiana Associated Contractors

PAL appreciates the opportunity to work with this committee and with its needs in mind, PAL commissioned a study by Dave Wagner of Port Professionals. The study is titled Report on State Financial Assistance for Capital Improvements at U.S. Public Ports. Initially the study looked at 31 states along the Gulf Coast, Atlantic Coast, Pacific Coast and the Great Lakes. The survey reviewed: State Ownership of Ports; State Funding of Ports; State Overview of Ports; and Other Trends in each state. Ultimately 10 states were selected for further, more in depth analysis. Criteria for selecting the 10 states included: 1) similarity of port characteristics to Louisiana, 2) unique funding programs, and 3) competitor states. The 10 states selected were: Massachusetts, Pennsylvania, Virginia, Florida, Alabama, Mississippi, Texas, Oregon, Washington, and Ohio.

PAL is currently reviewing the report and will make recommendations to the committee at a later date.

It is interesting to note the study revealed Louisiana ports spent \$568 million on construction in the past 5 years. The State share of this construction was 26.8%. While the availability of Port Priority Funds was steady; Capital Outlay has been declining.



Corporate Member News

Twin Parish Port Commission

Twin Parish Port Commission passes new Ad Valorum Millage

After seventeen months of planning, an all volunteer Twin Parish Port Commission and volunteers from the communities of Delcambre and Erath, passed a new Ad Valorum Millage in the October 17th special election. Dubbed “The Campaign of a Lifetime,” the proposition won 84% of the vote from the precincts in Delcambre, and 62% overall between Iberia and Vermillion Parishes.

Enabling legislation that formed the Port Commission allowed the Port to call such an election but it had never been attempted. Now after Hurricanes Rita and Ike flooded the communities of Delcambre and Erath, the two towns in the Port District, the Commissioners decided it was time to act to mitigate further population loss by finally developing the Port of Delcambre.

The Port of Delcambre has a commercially navigable canal that is only 5 miles from the Intracoastal Canal, two Piers with over 2,700 linear feet of dockage, rail and a four lane highway that connects to I-49. Twin Parish Port Commission President, Jeff LeBlanc commented “We finally will have the recurring revenue so desperately needed to develop existing assets to create jobs. We plan to expand in three areas. First we will turn our North Pier into a Marina for over 100 recreational vessels. Second, we will create a direct marketing program for our shrimping and seafood industry so those fisherman can get retail prices for their catch. Third, we will purchase property and create an Industrial Park to expand our Industrial and Commercial capabilities.” The Port commission had plenty of help from the UL Lafayette MBA marketing class, led by Dr. Geoff Stewart, who performed significant research and study on the opportunities at the Port of Delcambre, as well as help from LSU Sea Grant and Ag Center, UL School of Architecture and the Delcambre Steering Committee. LeBlanc said “In the end, it was quite humbling to be part of such grass roots efforts. We had people walking door to door, making phone calls, sending emails and most of all we appreciate the efforts of our election

consultant and lead strategist, Mr. Sandy Kaplan of Kaplan Advertising and Consulting out of Lafayette.” Now that the election is over, the real work begins and the Twin Parish Port Commission is already busy moving forward. Keep up with their efforts at www.portofdelcambre.com

***South Tangipahoa Parish Port Commission
Commission Welcomes New Member to Board
for Port Manchac***

Mr. Lucas Watkins 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 13th at the STPPC office in Ponchatoula, Louisiana.

Watkins was officially appointed to serve on the commission by Louisiana Governor Bobby Jindal on September 21, 2009, to fill 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.

Lucas Watkins is the President/Environmental Scientist of Krebs LaSalle Environmental, LLC. He has extensive experience in the areas of environmental compliance and biological investigations, primary wetlands, wildlife biology, biological assessments, and permitting. He is also a biologist and regulatory compliance specialist with eight (8) years of experience identifying and addressing environmental and compliance related issues. In addition, Mr. Watkins’ professional experience includes permitting for oil & gas exploration, production and transmission activities, and



management of various private and public sector environmental related issues/projects that will be of great benefit to the STPPC/Port Manchac.

Pictured (left to right) - STPPC Secretary J. Parker Layrisson and STPPC new member - Lucas Watkins.

The following list of commissioners were selected to serve accordingly for 2009:
Mike Williams – President, Mark Griggs – Vice – President, J. Parker Layrisson – Secretary, Paul Hooks – Treasurer, Don Bankston – Member, Don Boihem – Member, Lucas Watkins - Member

Port Manchac will soon begin a series of infrastructure projects designed for its new tenant, Bayou Diesel, LLC (soon to be named Purist, LLC). The projects will include internal roadway/parking and drainage improvements, storage tank installations, a rail loading rack system, office space/facilities, and security lighting/fencing upgrades at the facility. The company will be refining glycerin based products and plans to begin its operations at the facility by the end of the year.

The forty (40) acre inter-modal terminal is located adjacent to Interstate Highway-55 at the southern end of Tangipahoa Parish. Port Manchac is served by the Canadian National Railroad six (6) days a week, provides direct trucking links to nearby Interstate’s 10 & 12, and offers access for barge shipments to Lake Pontchartrain and The Port of New Orleans via North Pass. Additional info on Port Manchac can be located on its recently updated website @ www.portmanchac.com

Port of New Orleans

***102,000-Ton ‘Fun Ship’ Debuts From Big Easy
Carnival Triumph To Sail Four- to Seven-Day
Cruises Year Round***

The 2,758-passenger Carnival Triumph arrived in New Orleans— a day later than anticipated due to Tropical Storm Ida.



Carnival Cruise Lines’ ship represents a 34 percent increase in capacity, as it replaces the 2,056-passenger Carnival Fantasy – which will now sail from Mobile, Ala.

“Carnival Cruise Lines’ commitment to New Orleans underscores the City’s attractiveness as

a top destination for cruise passengers,” said Gary LaGrange, President and CEO of the Port of New Orleans. “Cruising from the Crescent City is literally two vacations in one. Passengers typically stay a few days before or after their cruise to take in the sights, sounds and cuisine of New Orleans. Carnival’s new itinerary to the eastern Caribbean and Bahamas gives the Port exciting new options to market to an already robust base of potential cruise passengers.”

Mike Julius, Carnival’s vice president – central region, said the world’s largest cruise operator has enjoyed an excellent relationship with the Port and the City.

“We’re very pleased to launch year-round service from New Orleans – albeit a day later than scheduled – aboard the Carnival Triumph, which will be the Port’s largest year-round cruise ship,” Julius said. “Carnival has enjoyed an excellent relationship with the Port of New Orleans for the past 15 years and during this time our passenger counts have increased significantly. New Orleans is an excellent departure point for ‘Fun Ship’ cruising – as well as an exciting tourist destination itself. We look forward to providing guests with a wonderful cruise experience aboard the Carnival Triumph.”

Carnival Triumph will depart on its inaugural three-day cruise from New Orleans on Wednesday, Nov. 11, then launch a year-round schedule of four-, five- and seven-day Caribbean departures Saturday, Nov. 14.

On its New Orleans-based program, four-day cruises depart on Thursdays and call at Cozumel, while five-day voyages depart Mondays and Saturdays and visit Progreso and Cozumel. Seven-day cruises depart on Saturdays, with exotic western Caribbean itineraries visiting Belize City, Isla Roatan (Honduras), and Cozumel. Eastern Caribbean cruises call on Key West, Freeport and Nassau.

The Carnival Triumph offers a truly unique vacation experience, with a host of “resort-style” amenities and an exciting array of stunning public rooms and facilities, each with a character all its own.

In addition to a diversity of “themed” bars, lounges and nightspots, Carnival Triumph features myriad full-service and casual dining choices, an on-board health and fitness facility, complimentary children’s programs in three

different age groups, and a comprehensive golf program offering golf excursions and personalized lessons. Cell phone service and ship-wide Wi-Fi access is also available. Of its 1,379 staterooms, 60 percent offer either an ocean view or balcony.



The cruise industry is vital to Louisiana’s economy, supporting 3,617 jobs, which result in \$108.8 million in wages. Industry spending totals about \$149 million annually, which results in \$23.7 million in state and local taxes and cruise passengers account for more than 180,000 room nights in area hotels.

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CMA CGM Adds New Orleans

World’s third largest container line enhances its Victory Bridge service

The world’s third largest container shipping company, CMA CGM, has announced a new weekly service calling on the Port of New Orleans. The Victory Bridge will offer direct calls to Northern Europe effective Oct. 21.

As the newest port added to the rotation, the weekly service will offer competitive transit times to Antwerp, Felixstowe, Bremerhaven and Le Harve.

“It has been a difficult four years, and New Orleans is recovering and moving forward. The community has been resilient and business is reviving and recovering,” said Frank Baragona, president of CMA CGM (America). “The team at CMA CGM is looking forward to its future port calls to the Crescent City and is excited to grow with the port and the community.”



The CMA CGM Rossini is one of the vessels in the company’s VICTORY BRIDGE service, which will be operated with seven vessels with capacities of 5,700 and 6,000 teus.

As a top carrier of imports and exports in the United States, CMA CGM is proud to add the

Port of New Orleans to the roughly 11 ports called throughout the United States. With its global headquarters based in Marseilles, France and its United States head office based in Norfolk, Va., CMA CGM is recognized for its commitment to the environment, superior customer focus and innovative solutions.

"Over the past 10 years, hundreds of millions of dollars have been invested in enhancing the Port of New Orleans, which is why we are delighted to be expanding the number of carriers visiting our port. CMA CGM has a strong global reputation and we are elated with their presence here in the Port of New Orleans," said Gary LaGrange, president and CEO of the Port of New Orleans.

Port of Morgan City

CENAC OFFSHORE, LLC (CENAC), operator of the **BLUE BILL**, has chosen the Port of Morgan City as their United States base of operations. The 3,000 DWT ship has a maximum draft of 15 feet and is capable of handling various types of general cargo, break bulk and containers. The **BLUE BILL** will be providing regular inbound and outbound general cargo movements to various ports in Mexico, Central America and the Caribbean.



CENAC has recently purchased an all terrain Groves 130 ton crane to better service the waterborne, trucking and rail business entering the Morgan City area and port facility. This crane is in addition to the Manitowoc container handling crane now in operation. With the addition of this crane, the port is now a full multi-purpose transportation and storage facility.

Port of Lake Charles

Port Director Announces Retirement, Thanks Great Staff at the Port of Lake Charles

Mr. R. Adam McBride, Port Director for the Lake Charles Harbor and Terminal District, announced his plans to retire from that position in the first quarter of 2010. The Board of Commissioners of the District will conduct an appropriate recruitment and selection process for the next Port Director in the coming months, allowing for an orderly transition early next year.

McBride, 55, has been involved in the maritime industry for nearly 40 years. "I joined the Royal Canadian Navy as a Reservist in 1970, and went to active regular service in 1971", McBride said. "The oceans of the world, the ships and cargoes that sail them, and the people who work them have been an important part of my life ever since." McBride built his maritime career in port operations, financial management, and a wide range of cargo activities while progressing through several port authorities in both Canada and the United States. McBride immigrated to the United States in 1996, becoming a U.S. citizen in 2005. He was appointed Port Director in Lake Charles in July 2003.

"I have been privileged to contribute to the growth and success of the Port of Lake Charles over the last six years," McBride said. "It has long been in my personal plans to take retirement at a time that would allow me to pursue new opportunities and directions", he added. "My wife, Lisa, and I believe that now is that time. I am looking forward to the next chapter in my life, including travel with Lisa, continuing studies and education, time with our family both young and elderly, and contribution to our community. We plan to reside in Lake Charles in retirement as our children and grandchildren live here and we look forward to hearing regularly of the success of the Port, and to continuing our relationships with our many friends around the community and the State."

"I am pleased that the Port is one of the strongest ports in Louisiana. It is well managed and governed by its Board and management staff, financially self sufficient, and is respected in the port industry. There are over 100 dedicated employees who daily see to it that the

cargoes are moved, warehouses are cleaned, security provided, and equipment maintained, and I want to ensure that they know how grateful I am for their support over the years.

“The Port has the resources and the ability to continue developing and attracting opportunities, with many projects announced and underway at this time, and new projects in development. The management and staff are excellent, the community support is in place, and plans for the future of the Port and its contribution to the economic vitality of SWLA are ready.” McBride said. “I think this is the right time for me, for the Port, and for my family, to make the transition to the next leader of the Port, and I wish that person great success, as I wish the Port and the region, success and a high quality of life for all its residents”.

Members of the Board of Commissioners expressed regret that McBride is planning to retire early next year. “Adam has been a key factor in the resurgence and success of the Port of Lake Charles bringing new cargoes, new projects, new investments, and thousands of new jobs to our area. It will be tough to replace him, and the entire Board wishes him well in the future”, said Chairman of the Board's Personnel Committee, Harry Hank. “The Commissioners will undertake a candidate search and selection process with a view to selecting the next Port Director in early 2010. This will allow us to continue the implementation of our Strategic Plan and business development without interruption, and maintain the significant contribution of the Port to the region and the State”, added Hank.

Legal News



EMOTIONAL INJURY

ZONE OF DANGER

Can a claimant recover for purely emotional injuries under the Jones Act and General Maritime Law if he has suffered no physical contact or injury?

This is an issue that has garnered considerable attention as creative trial attorneys seek compensation for their clients. When first

considering this issue, the Fifth Circuit Court of Appeals provided that purely emotional injuries would be compensated only when maritime plaintiffs satisfy the “physical injury or impact rule.” Either a physical injury or physical impact was required before emotional injuries could be compensated. One purpose for the impact or injury rule was to “provide courts with an objective means of ensuring that the alleged mental injury is not feigned.” A more important purpose of the rule was to provide a principled basis for limiting liability. Traumatic events may cause foreseeable emotional distress through a broad range of time and space. The courts recognized that without some way to limit these claims, anyone could claim emotional distress if involved in or if a witness to an accident. *Gough v. Nat. Gas Pipeline Co.*, (5th Cir. 1993).

But what if the claimant has suffered no physical injury or impact? This was first addressed in *Gaston v. Flowers* (5th Cir. 1989). In *Gaston*, the plaintiff tried to recover for the emotional distress caused when he witnessed his half brother get crushed to death during a collision between a barge and a tug boat. The court refused to extend Jones Act liability to include Gaston’s “bystander liability,” which the court defined as “an attempt to recover damages for witnessing the death or injury of another crew member, without significant injury or fear of injury to himself.” Particular significance was given to the fact that “no evidence was presented tending to show that Gaston was ever concerned for his own safety.” The court in *Gaston* saw the creation of liability to one who could not claim the status of a direct victim as “inviting significant and unwelcomed innovations, such as permitting a recovery for purely emotional injuries . . . and permitting such a recovery, not for such injuries resulting from physical trauma to the Plaintiff, or even from his fear of such trauma to himself, but for the emotional injuries stemming from witnessing a bad sight.”

In *Gaston*, the plaintiff had urged that recovery should be permitted under a “zone of danger” theory, even for bystanders. In Louisiana, the “zone of danger” rule provides some mechanism for recovery of emotional injuries absent any physical contact which result from the witnessing of peril or harm to another if the plaintiff is also threatened with physical harm as a consequence of the defendant’s negligence. (*Gaynor v. State Farm*, (4th Cir. 1999)). In

Gaston, the plaintiff was denied recovery because, even though witnessing the death of his half brother was traumatic, he made no showing that he thought himself in danger, or in harm's way. In so holding, however, the Fifth Circuit preserved "zone of danger" as a possible theory of recovery for purely emotional harm. In *Plaisance v. Texaco, Inc.* (5th Cir. 1992), a tug boat captain who was towing a barge struck a pipeline. The rear of the flotilla was engulfed in flames, but no one was injured. The captain sued, claiming post traumatic stress disorder. The trial court dismissed the captain's claim, finding that his PTSD "was not a reasonably foreseeable consequence of the alleged negligence of his employer."

As a consequence of this evolution, the present state of the law provides for recovery of purely emotional injuries if certain criteria are met. As stated by Judge Martin Feldman in *Anselmi v. Penrod Drilling Corp.* (E.D. La. 1993), "Under the right circumstance, one may recover for purely emotional harm under a zone of danger theory if the facts place the plaintiff within the definable zone. What is necessary for a valid claim is that the claimant must have been objectively within a zone of danger, he must have feared at the time of the incident that his life or person was in danger and his emotional injuries must be reasonable foreseeable consequence of the defendant's alleged negligence.

The zone of danger theory preserves traditional tort doctrines of negligence, legal causation and foreseeable risks.

The most obvious of the criteria is that the claimant have been in the "zone of danger." This requires an objective analysis of the facts by the judge or jury. To have been within the zone of danger, the plaintiff must have experienced fear of death or injury due to his proximity to an actual or near accident. (See, *Ainsworth v. Penrod Drilling Corp.*, where plaintiff's claim for emotional injury was denied as he was 100 feet from the point of impact of a crashing helicopter and did not prove he feared injury due to the crash.)



In Louisiana, the law provides that recovery for mental anguish/emotional distress from property damage is possible, even

without actual physical injury or a manifestation of physical injury. Louisiana courts have identified four situations when a mental anguish award can result from property damage. The situations are:

- (1) When property is damaged by an intentional or an illegal act;
- (2) When property is damaged by an act for which the tortfeasor will be strictly liable or absolutely liable;
- (3) When property is damaged by acts constituting a continuing nuisance;
- (4) When property is damaged at a time in which the owner thereof is present or situated nearby and the owner experiences trauma as a result;
- (5) The mental anguish must be a real mental injury; the usual worry or inconvenience over the consequences of the property damage will not justify an award for mental anguish. *Blache v. Jones*, (4th Cir. 1998).



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NOAA



New NOAA System Improves Safety and Efficiency of Ships at the Lower Mississippi River and Port of New Orleans

Ship captains and pleasure boaters can now get free real-time information on water and weather conditions for the lower Mississippi River from a new NOAA ocean observing system that makes piloting a ship safer and more efficient.

The NOAA Physical Oceanographic Real-Time System (PORTS®) on the lower Mississippi River provides observations of tides, currents, water and air temperature, barometric pressure, winds and bridge clearance. Collected from a

variety of sensors in and around the port, the data is available free on the Internet: <http://tidesandcurrents.noaa.gov/ports.html> and by phone: 888-817-7767 (toll-free).

“NOAA is committed to providing quality tools and services like PORTS® which support the nation’s maritime economy,” said Jane Lubchenco, Ph.D., under secretary of commerce for oceans and atmosphere and NOAA administrator. “Roughly two-thirds of all the goods we buy in the U.S. arrive by ship, contributing millions of jobs and roughly \$1 trillion annually to the national economy.”



Admiral Thad Allen, U.S. Coast Guard Commandant; Dr. Jane Lubchenco, Undersecretary of Commerce for Ocean and Atmosphere, Darren Wright of the National Oceanic and Atmospheric Administration; Rear Admiral Mary Landry, commander of the 8th Coast Guard District and Capt. A.J. Gibbs, Chairman of the Board of Commissioners of the Port of New Orleans, dedicated a new navigation system today that provides up to the minute data for mariners on the Lower Mississippi River.

Administered by the NOAA Center for Operational Oceanographic Products and Services, PORTS® can significantly reduce the risk of vessel groundings and increase the amount of cargo moved through the port by enabling mariners to safely utilize dredged channel depths. The system also allows large ships to time their arrivals and departures more efficiently.

“Safety and efficiency is paramount to competing effectively in the global marketplace,” said Port of New Orleans president and CEO Gary LaGrange. “We applaud NOAA for implementing the PORTS system, which will aid all users of the Lower Mississippi River. This system not only makes the Port of New Orleans a better port, but all agencies on the waterway better.”



STAFF NOTE:

Patrick Fink has relocated to Mobile, Alabama to assume increased responsibilities within NOAA's Office of Coast Survey in the eastern Gulf of Mexico. He will be located at the Trade Center Building in downtown Mobile.

Although he will now be based in Mobile, he will still be in contact with Louisiana and Mississippi regarding nautical charts, mapping, surveying and other NOAA-related business. He will still be working with Tim Osborn to serve Gulf Coast constituents in the future. While Tim remains in Lafayette, Partick’s new mailing address and phone number are:
250 N. Water St.
Suite 400
Mobile, AL, 36602
Office phone: 251-690-7712

His cell phone and email information remain the same.

In Memoriam

Karam John Thomas, known to family and friends as "K.J.," died peacefully at 5:30 a.m. Monday, Nov. 2, 2009. He was born Feb. 13, 1923, in Shreveport, is survived by his wife of 58 years, Ruth Deumite Thomas; three daughters and two sons. He was an Army veteran, having served as a technical sergeant in World War II. He graduated from LSU in 1950 and was a registered civil engineer in the state of Louisiana.



In 1969, he founded Barnard & Thomas Engineering Inc. Most recently, Mr. K, as he was lovingly called by all of his associates, was a much valued and appreciated executive with Pyburn & Odom Inc. When K.J. wasn't playing his ukulele for family and friends or the local nursing homes, he was actively participating in Our Lady of Mercy Church and various organizations within the Baton Rouge community. He was a member of the Louisiana Engineering Society, the Knights of Columbus, The Knight Grand Cross of the

Holy Sepulchre of Jerusalem and the Sierra Club of Baton Rouge.

For more than 50 years, he was involved with the planning, building, expansion and improvement of the Port of Greater Baton Rouge. He has inspired many through his actions and will be missed by everyone who knew him.

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 three new associate members:

Tolunay-Wong Engineers is a geotechnical engineering and materials testing firm located in Gonzales – Cherry Talbert will represent them.

Safety & Training Consultants, LLC is a safety consulting, auditing and training organization. They are located in Houma and will be represented by Chad Hebert.

LW & Associates is an alliance of companies and individuals dealing with port security (including grant writing), planning, economics, environmental, engineering, surveying, mapping and GIS. They are located in Baton Rouge and will be represented by Bo Walters.

