



**LOUISIANA STATEWIDE TRANSPORTATION PLAN UPDATE
ADVISORY COUNCIL MEETINGS – ROUND ONE
PORTS AND WATERWAYS ADVISORY COUNCIL
MEETING SUMMARY**

*March 20, 2013 • 1:30PM to 4:30PM
LA DOTD, Baton Rouge, LA*

Last Name	First Name	Affiliation
Advisory Council Members		
Accardo, Jr. (Chair)	Joe	Ports Association of Louisiana
Barbazon	Clem	Pellerin Milnor Corp.
Brown, III	J. S.	Bruce Foods
Chen	Thomas	Formosa Plastics
Dufresne	Patrick J.	Port Manchac/STPPC
Gallway	Pat	Port of New Orleans
Gardner	Craig	SJB Group, LLC
Hymel	Dale	Port of South Louisiana
Israel	Kent	URS Corporation
Knight	Ted	Caddo-Bossier Port Commission
Lorino	Michael	Bar Pilots
Murphy	James	US Maritime Administration
Soileau	Gary	Greater Krotz Springs Port Commission
Other Attendees		
Balfour	Sharon	LA DOTD
Goodell	Dean	LA DOTD
Jones	Phil	LA DOTD
Withers	Randall	LA DOTD
Bartel (Facilitator)	Jamie	CDM Smith
Carpenter	Linda	CDM Smith
Bucklew	Keith	CDM Smith

PURPOSE

The purpose of the First Round of Advisory Council meetings was to give the Advisory Councils a briefing on the status of the Plan update and to allow each Council to discuss issues regarding their mode. Attendees also received the Draft Vision, Goals, Objectives and Performance Measures to review and provide feedback, as well as the previous Policy Recommendations to consider for the next round of meetings.

Note: This meeting summary is a compilation of the input received from the advisory council members and accurately reflects the views expressed.

HANDOUTS

- Agenda
- Opening PowerPoint Presentation
- Ports and Waterways Advisory Council PowerPoint Presentation

- Initial Ports and Waterways Issues
- Draft Vision, Goals, Objectives, and Performance Measures
- Ports and Waterways Recommendations from 2008 Review and Status Report

MEETING SUMMARY

Opening Session

In the opening session, the Ports and Waterways, Regional Planning Officials, and State Highway Operations and Maintenance Advisory Council members heard information about the status of the plan and an initial overview of conditions and issues, presented by Don Vary of CDM Smith. Highlights included:

- Plan Status
 - Draft vision, goals, objectives, and performance measures based on input from DOTD leadership interviews, state legislator questionnaire, public telephone survey, and a visioning workshop as well as initial technical analyses of conditions
 - Round One Advisory Council meetings are focusing on issues and a review of the vision, goals, objectives, and performance measures
 - Plan completion scheduled for mid-2014
- Initial Overview of Issues
 - Overall Issues, regardless of mode include:
 - Asset Management: maintaining what exists in good condition
 - Mobility: to support and encourage economic growth and quality of life
 - Governance: more cooperation and collaboration, especially relative to land use and transportation
 - Safety: developing programs and practices that deal with changing times – more elderly, more trucks, etc.
 - Revenue: developing sustainable funding options
 - The individual Advisory Councils will be discussing issues related to their particular mode/topic area

Ports and Waterways Advisory Council Meeting

The agenda for the breakout Ports and Waterways Advisory Council meeting included:

- Introductions/Opening Remarks
- Ports and Waterways Issue Discussion
- Review of Vision, Goals, Objectives, and Performance Measures
- Handout of Previous Plan Policy Recommendations

A copy of all materials will be posted on the web along with these meeting notes.

Introductions/Opening Remarks

Jamie Bartel, CDM Smith Task Leader for the Ports and Waterways element, introduced the Chair Joe Accardo, and then there were self introductions by all attendees. There were some general questions about recommendations that were in the last plan, and when this plan would

be final. It was explained that recommendations from the last plan would be updated during the course of this plan which should be completed by mid-2014.

Ports and Waterways Issue Discussion

An initial list of ports and waterways issues was developed to guide discussion by the group on key ports and waterways issues that should be addressed. This initial list included:

- Waterway Management
 - Increasingly inadequate maintenance funding for dredging
 - Reduced hours of service for locks
 - Lockage delays due to lock dimensions that limit traffic flow
 - Inadequate channel depths and widths, particularly coastal waterways that support oil & gas
 - Limited to no public knowledge on importance of waterways to state economy
 - Climate change and sea-level rise

- Ports
 - Infrastructure to support freight handling
 - Intermodal connections for efficient freight movement
 - Maintaining economic competitiveness with other Gulf ports
 - Readiness for Panama Canal expansion
 - Potential for large offshore receiving port (post-Panamax vessels)

- Governance
 - State DOTD partnering efforts on matters concerning the navigable waterway network are subject to lengthy Federal decision making processes and delayed project execution.
 - Ports are self governing, with a voice through the Ports Association

A summary of the discussion relates to the opportunity that Louisiana has to support economic growth through the movement of freight if ports and waterways investments are made. The economic consequences of doing nothing would be not only to miss future growth but to lose existing business to neighboring states that are investing in both port and rail improvements. Education/awareness of these circumstances along with opportunities for cooperation/collaboration with public-private-partnerships are critical to success.

The following are key points noted during the group discussion. Note that not all issues were discussed.

- Priority is dredging Mississippi River to 50 feet
 - This statement needs to be in the plan
 - It is authorized to go to 55 feet but 50 will do
- Other needs
 - Dredge coastal waterways/channels to accommodate growth
 - Private terminals not reliant on public ports, but are dependent on waterways

- Upgrade locks
- Doing Nothing is not an option
 - Neighboring ports are making improvements without federal funds and Louisiana can lose growth opportunities if it does not act
 - There is tremendous growth potential such as in LNG shipments that cannot be realized without investment
 - Need section in plan that says what other states are doing
- Funding
 - State has ability to charge fee for maintenance of Mississippi River
 - Corps will accept contributory funds but only from the state
 - Need to increase public-private partnerships
 - Need to increase the Port Priority Fund limits
- Incentives
 - There is a tax credit for containerization but state has not implemented it because of the no net loss of revenue requirement
- Increase ports of call by ships
 - Some shippers now use Houston, Mobile or other ports since it is difficult to ship through Louisiana
 - This requires deeper channels and improved infrastructure (terminals)
- Megaproject should be deepening Mississippi River and coastal access channels

Draft Vision, Goals, Objectives, and Performance Measures

The group was provided with a handout of the draft vision, goals, objectives, and performance measures and asked to review these in terms of ports and waterways, and provide suggestions for changes.

- More specificity in vision and objectives about ports and waterways such as mentioning domestic and international commerce in the vision and having a port and waterways objective in economic competitiveness

The group was told they could email additional comments by April 15 to Dan Broussard (his email was provided).

Previous Plan Policy Recommendations

The group was provided with a handout of the recommendations from the previous statewide plan effort and asked to familiarize themselves with it and talk to colleagues about changes that would be needed to address the issues discussed on March 20. This will be the subject of the next round of Advisory Council meetings in the summer of 2013.

COMMENTS RECEIVED AFTER MEETING

The following comments were received after the Advisory Council Meeting through April 22, 2013:

- In regards to the Ports and Waterways Council I wish to propose that the project that needs to be considered after the 50 Ft. Dredging of the Mississippi River is the Port of New Orleans Napoleon Avenue Container Terminal Phase II & III. This project will increase capacity of the Port of New Orleans to a total of 1.6 million TEUS. The project is vital as it will put the Port of New Orleans in a competitive position with other Ports in the US Gulf. At present the following ports are expanding their TEU capacity to the following levels:
 - Gulfport – 1 million TEU's
 - Mobile - 800,000 TEU's
 - Freeport – 800,000 TEU's
 - Tampa – 800,000 TEU's

The completion of the Napoleon Ave Expansion will put the Port of New Orleans second behind the Port of Houston and put us in position to compete for tonnage from the expanded Panama Canal in 2015 and enable the port to go after increased number of steamship lines calling the Port of New Orleans. This point I believe is crucial as it will allow shippers in Louisiana and states in the South to ship all water to Far East, Pacific Rim, Australia & the West Coast of South America for the first time since the early 1970's and give them faster transit times to these markets as opposed to shipping from the East and West Coast. The completed project will provide 130 high-quality permanent jobs with a 250 million in total project benefits over the 30 year life of the project. I stand ready to discuss this project in detail with my fellow members of the Ports and Waterways Council.

- I have the same comment I made at the meeting and that is these goals and objectives are heavily highway weighted. Only minor mention is made of the State's vast system of deep draft and inland waterways. Greater emphasis should also be placed on the freight rail system especially the State's own New Orleans Rail Gateway plan. There is only slightly more reference to aviation which also bears greater attention.
- Enhancement and improvements to the state's waterway and freight rail system should be a major goal of the State's transportation plan.
- Louisiana is a national and international leader in global trade which is dependent on the inland and international sea ports (and airports).
- Water transportation is more cost effective method of transport for freight, and has a greater environmental impact than truck transport. It gets vehicles off the highways producing more cost effective transportation system.
- In the Draft Vision I find it odd that the economy is mentioned specifically and that local land use is specifically commented on but the word ports or waterways does not even appear. As a deep-draft representative I must say I think both should be specified. I think we all agree that Louisiana depends on the resources and economics related to waterborne commerce on both or shallow- and deep-draft channels.
- Infrastructure Preservation and Maintenance: It seems to me there should be some reference to channel maintenance here under the Goal, then under objectives it would

seem again that channels must be addressed as the port infrastructure does not matter if it cannot be accessed by land and water. The Performance Measures include nothing port or waterway related.

- Safety: Similar comments waterways not addressed, Objectives not sure I understand the last bullet point --how would this be achieved? Direct measures list nothing about navigation is this only for collisions or is the safety here about hazards related to improperly maintained channels or navigation structures. Assuming that the safety of dockworkers is not a specific concern here as the Indirect Measures list only "crashes/collisions on waterways"?
- Economic Competitiveness: Clearly maximizing the proper maintenance of waterways at full channel dimensions is important here and it is being pointed out across the nation that deeper shipping channels are in order as related to the deepening of the new Panama Canal that is expected to be opened in 2015 now. So, a lot of our economic future depends on maximize channel dimensions and maintenance, please note that the LMR channel was approved to be deepened to 55 feet in 1986, navigation is comfortable suggesting 50 feet. Objectives list focusing on intermodal which is fine but again it does no good to have a intermodal marvel without it being accessible by a channel. Suggest add: Increase channel maintenance and port facility maximization. Performance Measures: the last bullet discusses investment on marine infrastructure but it is not clearly made an Objective and again channel side is being left out or assumed.
- Environmental Stewardship: I think that a push should be made for the increased use of dredge material to be used beneficially, this fits under the mission and is one place that we can make an immediate impact. There are several projects that show this either ongoing or that have just been completed. I think under Direct Measures it should be noted that waterborne commerce is the safest, most fuel efficient, environmentally friendly (less emissions), to move cargo/commerce.
- We need to find a reasonable compromise between the use of "beneficial dredge material" versus the increase in project cost which causes a paralysis in project progress and a reduction in an acceptable project benefit/cost ratio.
- There is a concern with the loss in market share for the LA offshore oil and gas support and fabrication industry due to the shallow depth of the connecting channels.
- Need a "streamlined" process for expediting permits, grants, CEAs, MOAs between the ports, state agencies, Corps, and other federal agencies. This is a major problem in this state and getting worse. We lose potential tenants and business because we cannot react fast enough with getting desired infrastructure approved, even when the funds are available. It used to be measured in months, now it takes over a year to get approval to do even a simple study. This is a complaint from the ports every day. It needs to be in our statewide plan to fix the process, just as important as identifying a specific infrastructure need.
- DRAFT VISION – The first paragraph addresses the fact that La.'s economy is dependent on a balanced transportation system that moves both people and freight effectively. However, the following two paragraphs of "Vision" fails to expand on the need for a transportation system which includes modern and efficient ports, well maintained waterway channels,

river channels, and locks. The only reference to this issue is "more local decision-making on and responsibility for transportation investment". A well functioning port/waterways transportation system requires statewide planning, funding and implementation in cooperation with ports, waterway managers, federal agencies as well as local political entities. This latter recommendation is sorely lacking in the current policies of the DOTD and LED.

- La. ports and waterways handle 25% of the maritime cargo of the US. However, due to lack of funding, local, state and federal, those facilities are becoming less competitive. Port facilities will require several hundred of dollars of funding to remain competitive. River channels of the Mississippi, Calcasieu, Red, and Atchafalaya are inadequately maintained, locks are antiquated and lack sufficient funding for modernization and operations. Coastal channels at Port Fourchon, Port Morgan City, Port Terrebonne, and Port Iberia are not deep or wide enough to compete with ports in Texas, Mississippi, Alabama, Florida and Mexico and will lose future offshore oil/gas deepwater play business to those areas.
- A recent study by Dr. James Richardson, funded by PAL and by DOTD, indicates that (in addition to 73,000 jobs at port facilities) 25% or 400,000 persons in La. have jobs which are dependant on ports and waterways and the companies at which they work are more completeive because of this fact.
- La. will become less competitive if the La. Transportation Plan does not also address the issues of ports and waterways planning, construction and maintenance.
- The current "Vision" states that we will "continue to support its (LA.) extractive and resources industries". How can this (or for that matter provide competitive freight transportation for the other major employer--petro-chemical manufacturing) be accomplished if the coastal ports and channels fall behind the competition ports in the Gulf of Mexico area, and if the rivers and channels are inadequate to move materials and finished products which are vital to their operations.
- GOALS, OBJECTIVES and PERFORMANCE MEASURES – Relative to the "Goals" and "Infrastructure Preservation and Maintenance" and Economic Competitiveness" segments, the "Objectives" portion list "ports" once ("assist modal partners in achieving state of good repair for transit, port and aviation facilities") but does not refer to "waterways", "channels" or "locks". In "Performance Measures" on achieving the "Goals and Objectives"--Ports and waterways, or reference to the maritime issues are left out of the discussion.