

NEWS FROM THE DOCKS



ASSOCIATION OF LOUISIANA

Louisiana Ports Deliver

April 2015

Volume 16, No 4

Message from the PAL Office

I hope you were able to come because it was a great conference! Many thanks to all of the folks at the Port of New Orleans, the Port of St. Bernard and the Port of Plaquemines for their tireless efforts. We started off with a golf tournament on a beautiful sunny day at Bayou Barriere Golf Club. Congratulations to the winning team of Bill Rase, Mike Eason, Bret Palmer and Lynn Hohensee. Your names are going on the trophy!



That evening was our traditional opening night reception giving everyone an opportunity to visit and converse. On Thursday we began a day filled with timely presentations offering the latest information about various port topics. Many thanks to all of our speakers for taking time out of their schedules to be with us.

Thursday afternoon we moved to the Port of New Orleans for a legislative forum where key legislators talked about what they anticipated during the coming legislative session. That was followed by a debate among the gubernatorial candidates addressing important maritime issues. Again, we appreciate the participation
3055 East Lakeshore Drive •Baton Rouge, LA 70808

that we had from legislators and the candidates. We know that you are very busy!

The debate was followed by “A Taste of Louisiana” on the lovely riverfront promenade area on the river at the Port of New Orleans. Several ports provided food booths with amazing Louisiana cuisine.

Here’s what we had:

Port of St. Bernard – muffalettas and gumbo
Natchitoches Parish Port Commission and the Red River Waterway Commission– Meat Pies
Port Fourchon – Redfish courtbouillon
Port of New Orleans – chargrilled oysters and cigars
Port of South LA – Jambalaya , Cajun Crawfish Rice and pralines
Terrebonne Port Commission - Assorted Desserts
Plaquemines Port – Bread Pudding
Port of Morgan City, Port of West St. Mary, and Iberia Port District– Fried fish and shrimp
Port of Lake Charles, Port of Vinton, West Calcasieu Port, Ports of West/East Cameron and Mermentau Port – Etouffee
Pointe Coupee Parish Port– Salad
Port of Grand Isle – packaged dried shrimp
Port Manchac – Strawberries and chocolate

It was amazing. Thanks to all of these ports who went to such an effort to make this happen.

We also need to thank all of our sponsors and exhibitors. Without them it simply could not happen. Please see the entire list at the end of this newsletter.

Next year we are headed to the Acadiana area.

•(225) 334-9040 •fax (225)334-9044

Legislative Update

The following are summaries of issues which may be of interest.

Port Construction and Development Priority Program 2015-16

The Joint Legislative Transportation Committee met on March 24, 2015 and on its agenda was the public hearing on the FY 2015-16 Recommended Construction Program for the Port Construction and Development Priority Program. The Joint Transportation Committee will consider approval on the first day of the 2015 Legislative Session which begins on Monday, April 13, 2015.

The Committee received cards in support of the Port Priority Program. The Recommended Construction Program consists of 13 continuing projects and 9 new projects with a total construction cost of \$299.4 million. The state funding share of that amount is \$159.7 million. \$32 million of State funds have been funded in prior fiscal years, resulting in a \$127.9 million State unfunded balance.

When completed, the projects will create 1,467 new jobs, preserve 876 jobs and will have a projected economic benefit of \$1,669.3 billion. This equates to \$10.50 for each \$1 of state funds invested.

Transportation Infrastructure Funding Task Force (Chaired Jointly by Representative Karen St. Germain and Senator Robert Adley)

The Final Report was adopted at the March 4th meeting of the Task Force. The Report list potential funding mechanisms to include--

a) Public Private Partnerships, b) CPI Indexing of the current 16 cents fuel excise tax and/or replacing it with an 8% sales tax on all fuels, c) providing local governments with opportunities to raise revenue for local transportation projects, d) providing tax incentives for private investment, e) reviewing Transportation Trust Fund appropriations for traffic control, f) reviewing the suspension of the vehicle sales tax revenue transfer to the TTF, g) re-examining the special fuels tax collection, h) changing the formula and reducing the amount

of mineral revenue deposits to the Revenue Stabilization Fund and depositing the excess to the TTF, i) establishing an Infrastructure Bank for local projects, and j) expediting road planning and improvement schedules by early cooperation between DOTD and the Metropolitan Planning Organizations.

Office of Multimodal Commerce

As reported earlier, the Multimodal Commerce Advisory Commission recommended amendments to Act 719 which created six divisions of the Office of Multimodal Commerce (OMC) (which continues to be located within DOTD). The recommended amendments would consolidate the original six divisions to four-- (1) Ports and Waterways, (2) Commercial Trucking, (3) Aviation, (4) Freight and Passenger Rail. The OMC would continue to be directed by an independent Commissioner, appointed by the Governor.

The law directs that the OMC have a separate budget unit, with appropriations in 2015-16 for the Office of Commissioner, with a Commissioner, appointed to a term concurrent with the Governor, commencing on January 1, 2016, to allow the Commissioner to participate in the planning and drafting of legislation which may be required, with the OMC becoming operational on July 1, 2016.

The Commission, which will continue in an advisory capacity, further recommends that the OMC budget be comparable to what is available to the operations in DOTD for Ports, Marine, Rail, and Aviation sections, and that the deputy assistant secretary and administrative assistant be transferred to the OMC. Further, that DOTD continue current support services and provide adequate office facilities and equipment.

Louisiana Ports Tax Credits

LED has appointed Mandi Mitchell to work with Ports to finalize the Import/Export Tax Credits and Infrastructure Tax Credits. LED continues its efforts to arrive at an equitable method for calculating the economic benefits which will accrue to La. from the granting of the infrastructure tax credits.

The Import/Export tax credits are limited by the amount of economic benefits accruing to the state, not to exceed \$5 per ton of break bulk and

container cargo imported or exported by a Louisiana business.

The Infrastructure tax credit is limited to the economic benefits accruing to La., not to exceed the cost of the infrastructure to be taken at 5% per annum. LED has established rules for the Infrastructure tax credit program but continues to study the issue of how to equitably credit the economic contributions for permanent and contract employees.

The tax credits are not transferrable.

Legislative

Ports of Louisiana Design Build Pilot Program (R. S. 34:3523) will sunset on December 31, 2015. Senator Gary Smith has agreed to file a bill to extend the sunset to December 31, 2020.

In addition to Design-Bid-Build, ports are allowed to utilize the Construction Manager at Risk (R. S. 34:2225.2.4) method for infrastructure projects, however the threshold is \$25 million. It is anticipated that legislation will be offered to lower the threshold to a level which will allow most PPP projects to utilize this method.

Amendments to Design-Bid-Build law (R. S. 2212)—draft proposal to restrict public bodies from requiring bidders to provide additional information other than required by the law have been reviewed by PAL attorneys and their comments have been provided to the proponents.

As of March 25, 2015 there are 143 prefiled House bills and 42 Senate Bills for the 2015 Legislative Session.

Continental Shelf Oil & Gas Draft Proposal for 2017-2022 Leasing Program.

PAL sent a letter of support on February 25, 2015. An email notice from BOEM dated March 24, 2015 was received confirming that the letters have been received and posted.

National Ambient Air Quality Standards—(NAAQS)

PAL has submitted a letter dated March 10, 2015 to the United States Environmental Protection Agency providing information on how the EPA proposal to change the NAAQA existing standards for 75 parts per billion of ground level ozone would adversely affect the

ports of Louisiana and the maritime industry they serve. The letter urges EPA to continue the existing standards since the technology does not now exist on how to achieve the lower standard and which will facilitate additional areas of the country to reach compliance.

Dredging Issue

The Water Resources and Reform Development ACT (WRRDA 2014) established targets for annual increases for dredging in funding from the Harbor Maintenance Tax Trust Fund, leading to full use of the HMT revenues by FY 2025. The projected revenue of the HMT in the President's budget is \$1.81 billion which should result in an appropriation of a WRRDA established target of 69% or \$1.25 billion for FY 2016. However, the President's budget of funds from the HMTF is only \$1.166 billion.

PAL is a member of the Big River Coalition and has added its support to a letter to Congressman Charles Boustany and other Congressmen, supporting efforts to secure the appropriations of \$1.25 billion from the HMTF.

PAL has also joined in supporting a letter sent by Congressman Charles Boustany and Congresswoman Janice Hahn to all Congressmen urging support for the appropriation of \$1.25 billion targeted amount from the HMTF.

Congressman Garrett Graves serves on the House Committee for Transportation and Natural Resources. In a recent visit to the Port of South La., he expressed his strong support for ports and the maritime industry and particularly waterways dredging and support of the WRRDA targeted FY 2016 appropriations of \$1.25 billion, and for expanding offshore oil and gas exploration and production, and coastal restoration.

Congressman Steve Scalise met with the La. Maritime Advisory Group on March 13th at which, in a wide ranging discussion of state and national issues, he stated his support for efforts to increase President Obama's budget from HMTF to the WRRDA FY 2016 target amount of \$1.25 Billion. He expressed his support for the Jones Act which in part requires that vessels used in coastal trade be built in the U. S. and opposed efforts by Senator John McCain to repeal that provision. He also strongly supported

efforts to expand offshore oil and gas exploration and production.

Should you have any questions, please email or call me.

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Joe Accardo
Executive Director



During the midday luncheon, Congressman Boustany discussed issues like transportation infrastructure, flood control, and trade, followed by a Q&A session. In attendance were Senators Gary Smith and Troy Brown, Representatives Gregory Miller and Randal Gaines, and St. Charles Parish President V.J. St. Pierre, St. John the Baptist Parish President Natalie Robottom, and St. James Parish President Timothy “Timmy” Roussel along with various resident industry representatives.

“As the largest tonnage port in the Western Hemisphere, the top energy transfer point in the country, and the largest grain port in the United States, the Port of South Louisiana is not only a critical facility for Louisiana’s economy, it is critical for the health of the American economy as a whole,” said Congressman Boustany.

“That’s why I fought to secure record funding for port maintenance and dredging last year, and why I championed legislation ensuring that number will continue to grow every year over the next decade. I thank the leadership of the Port for allowing me to visit and see for myself why it’s important to continue the fight to ensure our ports and harbors are able to operate at their highest potential. I look forward to working with the leadership to ensure the Port of South Louisiana continues to be a dominant force in American trade and commerce.”

Congressman Boustany was instrumental in securing legislative language in last year’s Water Resources Reform & Development Act that was passed into law which will ratchet up the amount of federal dollars being spent on port maintenance every year until 2025. Last year was a historically high allocation for port maintenance, and he is leading a letter with over 60 of his colleagues advocating for House appropriators to follow through on Congressman Boustany’s language and allocate the proper amount of funding for port maintenance. The Port of South Louisiana is incredibly important

Corporate Member News

Port of South Louisiana



Congressman Charles Boustany Visits The Port of South Louisiana

On March 30, 2015, Congressman Charles Boustany, Jr. MD stopped by the Port of South Louisiana to meet with port and local officials, as well as industry leaders, to discuss how he can be of assistance to further secure funding for the district.

During a one-and-one meeting with Congressman Boustany, Executive Director Paul G. Aucoin presented an overview of the Port of South Louisiana and explained the Port of South Louisiana’s role in economic development of port infrastructure for the companies within its jurisdiction. Congressman Boustany was given a tour of the Port’s public terminal, Globalplex Intermodal Terminal, the Maritime Security Operations Center (MSOC), the recently-acquired St. John Airport, and a tour, by boat, of a section of the Port district. Later, Congressman Boustany and Aucoin visited with executives from Marathon Petroleum Corporation at their headquarters.

for the state and he's continuing to fight to secure important funding for the Port. "We were pleased to host Congressman Boustany's visit to the Port of South Louisiana," said Executive Director Paul Aucoin. "As a leading member of Congress supporting and promoting the dredging of the Mississippi River, he understands the important role ports play in economic development and job creation. Congressman Boustany also understands the importance of international trade agreements for enhancing Louisiana business exports. We look forward to his continued support."

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Port of South Louisiana Hosts Congressman Garret Graves

The Port of South Louisiana hosted ***Congressman Garret Graves during his recent*** visit to various agencies in the River Region. Executive Director Paul Aucoin and other Port representatives provided an overview of the Port of South Louisiana along with a tour of the Port's public terminal, Globalplex Intermodal, receiving a detailed description along the way. Following, Congressman Graves and Mr. Aucoin visited with executives from Marathon Petroleum Corporation at their Garyville, Louisiana facility.



The stay at the Port of South Louisiana culminated with a luncheon attended by local business and government leaders, including Senator Gary Smith, St. Charles Parish President V.J. St. Pierre, St. John the Baptist Parish President Natalie Robottom, and St. James Parish President Timothy "Timmy" Roussel. Congressman Graves presented his stance on and discussed issues important to the River Region, such as coastal restoration and flood protection, energy independence, infrastructure maintenance, and environmental standards, followed by a Q&A session. "We at the Port of South Louisiana thank Congressman Garret Graves for taking the time

to visit our port," said Executive Director Paul Aucoin. While Congressman Graves is our State's newest Congressman, he certainly does not lack experience in public service. He has years of service in many capacities, which will serve him well as a Congressman. We appreciate his support of the Port of South Louisiana."

Port of New Orleans



PORT NOLA
THE PORT OF NEW ORLEANS

2014 Cargo Total Hits 14-Year High

Cargo worked at the Port's public docks in 2014 totaled 8.37 million tons, the highest total since 2000 and up 28 percent compared to the prior 12-month period.



Stevedore Coastal Cargo Company works steel wire rod coil at the Louisiana Avenue Terminal at the Port of New Orleans recently. Steel imports rose more than 100 percent in 2014 leading to a 14-year high for Port general cargo at its public docks.

Imported steel and container cargo led the growth, as imported iron and steel rose 101.6 percent in the 12-month-period to 3.54 million tons. Overall breakbulk tons totaled 3.76 million tons, up 51.7 percent and container tons topped 4.61 million tons, up 13.5 percent compared to the prior year.

"It was a busy year for the Port and these numbers reflect the success we've realized from the combined efforts of the entire port community," said Gary LaGrange, Port President and CEO. "This is great news and creates momentum for our terminal operators and customers. The challenge now is to build upon these successes and continue to grow."

Total port-wide cargo, which includes midstream operations, export grain and private tonnage within the Port's three-parish (county) jurisdiction also rose 27.68 percent to 31.05 million tons. Many of the Port's top commodities realized healthy gains, as well. Export poultry grew by 5.5 percent to 331,523 tons and imported bananas grew by 251 percent to 72,165 tons despite only seven weeks of cargo delivered by Chiquita Brands LLC.

New shippers such as Chiquita, which returned to the Port after a 40-year hiatus, and project cargo generated by the growing chemical industry, will bolster cargo figures in the future, LaGrange said.

"New weekly services, such as CMA CGM's Victory Bridge Service to Europe, the return of Maersk Line's vessels, Chiquita cargo and our new Mississippi River Intermodal Terminal will position the Port for future growth," LaGrange said.

The cargo figures come on the heels of record cruise growth, as the Port topped 1 million passenger embarkations and disembarkations for the first time and an all-time container mark of 490,526 twenty-foot-equivalent units in 2014 and a projection of well over 500,000 TEUs for 2015.

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Board Elects Scott Cooper Chairman

***William T. Bergeron Elected Vice Chair,
Michael Kearney Elected Secretary-Treasurer***

The Board of Commissioners of the Port of New Orleans today elected Scott H. Cooper chairman. Gov. Bobby Jindal appointed Mr. Cooper to the Board in December of 2011. He succeeds Mr. Gregory R. Rusovich, whose term as chairman expired this month. Mr. Rusovich will continue to serve as a commissioner. In addition, the Board elected Mr. William T. Bergeron vice chairman and Mr. Michael W. Kearney its secretary-treasurer.

Mr. Cooper is president of Crescent Towing and Executive Vice President of Cooper/T. Smith.

"It's an honor to have the opportunity to serve as



chairman of the Board of Commissioners of the Port of New Orleans," Mr. Cooper said. "I'm prepared to lead the Board and to build upon the success we have experienced under the leadership of Mr. Rusovich."

"I am grateful and appreciative for the time I've had to lead this Board," Mr. Rusovich said. "The Port of New Orleans truly has the big 'Mo' right now and as long as we stay focused on the needs of customers and clients we will continue to build upon that momentum. I have every confidence that Mr. Cooper will excel in his new role."

The Board is made up of seven commissioners. They are unsalaried and serve five-year staggered terms. The Governor of Louisiana appoints Board members from a list of three nominees submitted by 19 local civic, labor, education and maritime groups. The Board reflects the three-parish jurisdiction, with four members from Orleans Parish, two from Jefferson Parish and one from St. Bernard Parish. Other Board members include Mr. William T. Bergeron, Mr. Robert "Rusty" Barkerding Jr., Mr. Michael W. Kearney, Mr. Laney J. Chouest and Mr. Daniel F. Packer.

The Port marked a 14-year high in regards to cargo tonnage at public docks in 2014, including an all-time high in containerized cargo with 490,526 twenty-foot-equivalent units moving through the Port's Napoleon Avenue Container Terminal last year and a projection of well over 500,000 TEUs for 2015. The cargo figures come on the heels of record cruise growth, as the Port topped 1 million passenger embarkations and disembarkations for the first time.

Associate Member News

M & C Oilfield Services, LLC

M & C Oilfield Services, LLC is a marine construction company based out of Lake Charles, Louisiana. M & C performs work such as bulkhead construction/repairs, dock construction/repairs, pile driving (timber, pipe, concrete, H-pile), emergency clean-up and repairs, tug/spud barge/crane barge rentals, and



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www.mandcoilfield.com



RIVER CONSULTING®

*Cole Joins River Consulting to Provide
Structural Leadership*

River Consulting is pleased to announce the addition of Perry Cole in the role of marine structural engineering manager. Mr. Cole brings more than three decades of structural and civil engineering expertise in planning, design, and construction of water resource related projects. Located in the New Orleans office, Mr. Cole will lead all facets of the marine / structural team and serve as a valuable asset in successful project delivery to River Consulting's clients.

With an extensive history in performing and managing domestic and international projects, Mr. Cole adds unique knowledge to the existing skill set of the structural team and enhances the technical expertise used to support client's needs. Mr. Cole, a registered civil and structural professional engineer, is an expert in the analysis and design of marine structures, material handling facilities, shallow and deep foundations, and retaining structures. In addition, Mr. Cole has been successful in developing and managing engineering and design teams to execute large multidiscipline projects across a variety of industries.

Cole graduated from the University of Washington and holds an M.S. in Civil Engineering. He is a member of various industry societies and associations and has held several leadership positions for the American Society of Civil Engineers, United States Society of Dams, and the Structural Engineers' Association of Washington.

"Perry's extensive industry experience and service on professional organizations demonstrates his commitment to the practice of engineering and its positive impact on our communities and society," stated Gregory DiFrank, president of River Consulting. "We are proud to have him as a part of our growing staff."

River Consulting is a leading mid-major A/E of global energy, food, process and industrial

clients, delivering multidiscipline engineering and project management solutions for major capital projects and facility and process expansions. The firm's experience spans over three decades and 57 countries with offices in Columbus, Oh; New Orleans, La.; Pittsburgh, Pa; and Tulsa, Ok. River Consulting is recognized nationally by Engineering News-Record as a Top 500 design firm. Visit riverconsulting.com for more information.

Legal News



*Vessels and Damage
to Fixed Structures*

When a vessel strikes a fixed structure such as a pier, wharf, bridge, or mooring facility the potential for heavy damage and high costs of repair is very real. It is important for the owner and operator of the land based structure to know its rights, potential liabilities, and available avenues of recovery.

When a moving vessel allides with a fixed structure, the vessel is presumed by the general maritime law to be at fault. This is known as the Oregon Rule which shifts the burden to the wayward vessel to prove that it was not at fault in causing the allision. Possible defenses available to the vessel are that the allision was the fault of the fixed structure (i.e. it constituted an unreasonable hazard to navigation), that the vessel had acted with reasonable care and diligence, or that the accident was unavoidable (a very heavy burden to carry). If the vessel violated a statute (such as one of the inland navigation rules) the general maritime law requires that the vessel owner affirmatively prove that such collision was not only not a cause of the allision, but could not have been a cause of the collision. (Pennsylvania Rule) A fixed structure could also violate the Pennsylvania Rule if it was in violation of a statute or permit and constitutes an unreasonable risk to navigation.

Once damage occurs what should the owner of the structure do? Prompt investigation and identification of the involved parties is a must. Joint surveys are essential, and all of the interested parties should be placed on notice and

invited to attend surveys as scheduled. If joint surveys are not conducted, the courts may view with suspicion any claim on which it is based.

If the structure can be repaired, the recoverable damages should be measured as the cost of reasonable repair.

If the structure is totally destroyed or is found to be a constructive total loss, the measure of damage is the fair market value of the structure as it existed just prior to the damage. A determination of whether the structure is repairable or a total loss and the amount of recoverable damages will require the expertise of consultants such as surveyors, engineers, and/or appraisers.

Where there are insufficient sales to establish a market value or if the structure is unique or put to special use so as to make it difficult to assign a fair market value, other evidence, such as replacement cost, depreciation, expert opinion of marine surveyors and engineers, cost of reproduction less depreciation, the condition which the structure was in and the amount of insurance may also be considered to determine the value of the lost property.

If the structure is repairable, the owner is entitled to have his property restored to its condition as it existed immediately prior to the damage. The owner is not entitled to a windfall or betterment of his property. Further, the offending vessel owner would be entitled to a credit for depreciation of the damaged structure. If the repairs do not increase the overall life of the structure depreciation may be disallowed. If it is found that the owner of the structure had not properly maintained it and that this lack of maintenance resulted in damage, the court could reduce any award for damages by the percentage of fault attributed to the structure owner.

In sum, when damage occurs, move quickly, identify the offending vessel and give it prompt notice, require joint surveys and retain the appropriate consultants with the requisite expertise to support your claimed damages.



BY WILTON E. BLAND, PARTNER

**MOULEDOUX, BLAND, LEGRAND &
BRACKETT.**

World Trade Center



**WORLD TRADE CENTER
OF NEW ORLEANS**

World Trade Center of New Orleans joins forces with Mexican States in Gulf States Accord

The World Trade Center of New Orleans announced its appointment to the Gulf States Accord Task Force, a working group comprised of business leaders from the United States and Mexican states of Yucatan and Campeche. The Task Force was announced during a November meeting convened by the Consul General of Mexico in New Orleans and the Committee of 100, Louisiana's Business Roundtable, and attended by over 50 interested business and government representatives from the States of Campeche, Yucatan, Mississippi and Louisiana.

The meeting, coordinated in cooperation with the Louisiana Committee of 100, was a first-step in working toward a renewal of the Gulf States Accord under a new model emphasizing support from the private-sector to sustain the Accord going forward. Support for the meeting came from C100 member companies Pan American Life Insurance, Fowler Rodriguez law firm, Ochsner Health System, Jones Walker law firm, the Port of New Orleans, and Chase Bank.

The Gulf States Accord Task Force will work to develop economic opportunities and business exchange between the states in the following areas:

- Maritime/Ports: including states sharing the Gulf of Mexico with import/export activity conducted via ports located in their respective states
- Oil/Gas: following changes authorized by the Mexican government to open the Mexican oil and gas sector to outside investment and business opportunities, identify interested parties in bringing US technology and investment to expand the oil and gas sector in Mexico
- Health Care: link US health care firms to health care operatives in Mexico to

bring technology and services to Mexican health care providers

- Water Management/Coastal Erosion: engaging the government and private sector interests on coastal issues in research, technology and applications
- Wood products: promote the sale of Mexican wood products in the US and the participation of value added production
- Used construction equipment & parts: address the demand for used equipment for the construction industry in Mexico

As a member of the Gulf States Accord Task Force, The World Trade Center of New Orleans will administer the business matchmaking process culminating in business meetings in the state of Yucatan on April 21 –24, 2015 at the invitation of Eric Rubio representing the Governor of the State of Yucatan.

The full list of Gulf States Accord Task Force members include Gonzalo Hernandez Pérez, President Consejo de Coordinador Empresarial; Esperanza Ortega Azar, President Consejo Coordinador Empresarial; Jaime Ruiz Moreno; Carlos Marrón, Trade & Investment Commissioner; Rafael Tatúa Sánchez, Coordinator, Promoción of Productivity and Competitiveness; Dominik Knoll, CEO, WTC New Orleans; Alberto Navarro, TML Cargo Liners; Jay Moon, CEO, Mississippi Manufacturers Association; Leonardo Lavalle, Mexican Consulate-New Orleans; Emelio Loret, Yucatan; Michael Olivier, CEO, Committee of 100.

For more information, contact The World Trade Center of New Orleans at (504) 529-1601 or email info@wtcno.org.

Welcome New Associate Members

PAL welcomes two new associate members.

M & C Oilfield Services, LLC is a marine construction company, They are located in Lake Charles and will be represented by Ms. Carmen Cortez.

Rhorer Mutual Industries located in Prairieville ...They are in industrial construction, specializing in railroad maintenance & construction. They will be represented by Mr. David Elbourne

MARK YOUR CALENDARS

May 7, 2015 PAL Monthly Meeting, 10am, Baton Rouge, Richmond Suites

June 4, 2015 PAL Monthly Meeting, 10am, Baton Rouge, Richmond Suites

July 2, 2015 PAL Monthly Meeting, 10am, Vidalia, LA

THANKS TO OUR CONFERENCE SPONSORS

DIAMOND

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Photos courtesy of Will Evans and Port of New Orleans