

NEWS FROM THE DOCKS



Louisiana Ports Deliver

ASSOCIATION OF LOUISIANA

August 2015

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Message from the PAL Office

On a Personal Note:

After approximately 150 issues, this edition of the newsletter marks the last one that I will prepare for PAL. Many of you know that I have decided to retire. I cannot begin to tell you how much I have enjoyed working for PAL and with the maritime industry. Including my time with DOTD, it has been over 40 years. So, it really is time for me to read a few books, pull a few weeds and do all of those other things there never seemed to be enough time to accomplish.

I am so grateful to PAL for giving me this opportunity and I hope that I have served you well. I am lucky to have been able to work with such great people. I would especially like to acknowledge Joe Accardo who is absolutely the best person anyone could ever hope to have as a boss. His expertise, dedication and determination have kept me going.

The ports have remarkable staff who have helped me with conferences, tours, workshops, receptions, luncheons and a number of other events. I have always been blown away by what they can accomplish. I will miss all of you.

I also want to thank the DOTD staff and LED staff who have supported us. You are so important to port programs and activities and we value your willingness to work closely with us.

Thank you to all of the legislators who have supported our programs, attended our events and spoken at our conferences. Your efforts are critical to our ability to continue to bring benefits to this state. And to the terrific

legislative staff ... you have always been so helpful and willing to provide whatever was needed. I cannot begin to thank you for the bus trips, contact information, mailing lists, and goodness knows what else you have provided over the years. You have made my job easier!

And to our Associate Members...I have gotten to know so many of you and I have enjoyed that relationship. Thank you for belonging to PAL, for coming to our meetings and for supporting our activities. Your participation makes a great deal of difference by enabling us to reach farther and accomplish more.

Although John and I plan to stay in the Baton Rouge area, we will divide our time between Baton Rouge and the house in Pigeon Forge, TN. If you are in that area, please call. We are in the phone book and would love to show you the mountains! Please stay in touch and do not hesitate to call or e-mail.

Dot McConnell

Back to Business:

I am pleased to announce that PAL has hired Candace Griffin of Griffin Consulting and Professional Services, LLC as the new Association Manager.

Candace is a graduate of UNO and is a public relations consultant with

several years of experience in marketing, writing and management. We are just starting to get her set up to take over. As soon as contact information is available, you will be notified.



On August 6th, PAL met in Lake Charles. The evening before our meeting the Port of Lake Charles hosted a wonderful reception at the new Golden Nugget Hotel. Much appreciation to Bill Rase, Michelle Bolin and all of the others at the Port who did so much to ensure that we had a great time.

Dates for the 2016 PAL Conference have tentatively been set for the first week of March. A host hotel is still being discussed.

Legislative Update

The following is a summary of subjects which are of interest to Ports and the maritime industry:

Port Infrastructure Funding--

A. The Port Priority Program

The Program was appropriated \$19.7 million by Act 26, the Capital Outlay Appropriations Bill. DOTD has sent funding letters to seven ports totaling \$19.664 million and the remainder will be used to cover the cost of economic evaluation of the projects.

The current Port Construction and Development Priority Program has 18 approved projects which will cost a total of \$450 million. The total construction cost equals \$262 million and of that amount \$111 million will be required state funding and the balance of \$151 million will come from port and private funding. Benefits to be derived will equal \$1.06 billion.

The Port Priority Program is funded from the 4 cents collected on the sale of gasoline which goes into the Transportation Trust Fund. That tax also provides funds for State Police, the Parish Transportation Fund, flood control, and Aviation.

Representative Terry Landry introduced legislation limiting the State Police appropriation from the Transportation Trust Fund. In the current year that appropriation is \$71 million. In 2016-17 it will be \$25 million, and \$10 million in subsequent years. This may allow additional funding for the Port Priority Program during the budgeting process.

Act 275, by Senator Adley repealed the law which at a future date would have sent vehicle sales taxes to the La. Transportation Trust Fund. This same Act also raised from \$850 million to \$950 million the amount of mineral revenue available to the legislature for appropriations before the mineral revenues are deposited to the Budget Stabilization Trust Fund. This will allow an additional \$100 million to be appropriated to the Transportation Trust Fund. Approximately \$7 million would be designated for the Port Priority Program. This additional funding is dependent on the Legislative appropriations process.

B. Capital Outlay Program

The La. Bond Commission at its July meeting approved 29 port projects in Priority 1, approximating \$46 million of state funding, and 9 port projects in Priority 5, approximating \$41 million.

Constitutional Amendments which may benefit ports—set for consideration on October 24, 2015

Amendment 1—Reorganizes the Budget Stabilization Trust Fund, which currently has \$811.4 million of mineral revenues collected by La.. The Act creates a Budget Stabilization Trust Fund of up to \$500 million and thereafter mineral revenues will flow into a newly created Transportation Stabilization Trust Fund until it reaches \$500 million. The current law relative to utilization of the Budget Stabilization Funds in years of deficits remains in effect.

This amendment will direct that not less than 20% of the Transportation Stabilization Trust Fund be utilized by DOTD for the LA Intermodal Connector Program. This may provide funds for port connector roads and bridges. Under current law, a portion of the recent British Petroleum settlement with Louisiana will be directed to the Budget Stabilization Trust Fund.

Amendment 2—Authorizes the investment of La. funds for the Infrastructure bank to be utilized solely for transportation projects of La. and its political subdivisions.

Amendment 4---This amendment is intended to more clearly restate the existing constitutional provision and specify that the exemption of public property from the ad valorem tax applies

only to property owned by the state of Louisiana or its political subdivisions, and the exemption does not apply to Louisiana property owned by another state or its political subdivisions.

Mississippi River Ship Channel Deepening

Sean Duffy of The Big River Coalition- requested at the July 2015 meeting in Vidalia that PAL and its member ports agree to support and authorize our endorsements to a letter to the U. S. Army Corps of Engineers, Environmental Compliance Branch supporting deepening the Mississippi River Ship Channel to 50 Feet. The Ports Association of LA and twenty of its member ports joined together in supporting this project.

Import/Export Bank

PAL has joined the World Trade Center of New Orleans and the U. S. Chamber of Commerce in supporting the Re-Authorization of the Import – Export Bank.

La. businesses exported \$65.1 billions of products, and La. is in the top 5 states in growth of exports since 2009. The U. S. Department of Commerce estimates that 25% of La. Gross Domestic Product is dependent on exports, similar to the level of Germany and China. Exports sustain Louisiana business in that 3,825 companies exported products in 2013, many of them are small and midsize businesses

Although the U. S. Senate has recently included reauthorization of the bank in its extension of the Transportation Funding bill, the House of Representatives did not take up the bill resulting in a House/Senate compromise of a 3 month extension of the Transportation Funding bill which excludes the Import-Export Bank reauthorization. The leadership of both the House and Senate has indicated their support for the bank, and its reauthorization may be included when the Transportation Funding is considered this fall.

Port Tax Credits

LED has finalized the application process for the Import-Export Cargo Tax Credits which can be found on LED's web site. The Cargo Tax Credits will be based on the increase in import or export cargo by La. business through La. ports over the 2013 base year. The Infrastructure Tax Credits application was

completed last year and applications are under consideration by LED.

Together with most other tax credits, both port tax credits were reduced by 28% by the La. Legislature, under Act 125, as part of the budget process designed to balance the budget. The law reducing the tax credits will sunset in three years.

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Corporate Member News

Port Fourchon

Port Fourchon Expansion Aims to Boost Business



HoumaToday.com
By Bridget Mire

Crews have started excavating a channel at Port Fourchon to create a fourth, 1,000-foot-wide boat slip.

It is the latest phase of the Greater Lafourche Port Commission's northern expansion.

The project will add 300 acres of developed property to the port and create more than 10,000 linear feet of waterfront.



Slip D will be about 4,000 feet long, and crews will dredge nearly 4 million cubic yards to create 150 acres of developed property and 65 acres of marsh, according to the news release. Two miles of steel bulkhead and one mile of roadway will also be added.

The project cost is \$100 million, officials said. Crosby Dredging is the contractor, and Picciola and Associates is the design and engineering firm.

Port Director Chett Chiasson said in the news release that the slip will be wider than Port Fourchon's other slips, which are 700 feet wide.

"We look to the future when designing the footprint of any new port development project," he said. "Our tenants envision bringing larger vessels into port waterways into the future, so Slip D is growing in width to accommodate longer, wider vessels and the turning radius a larger vessel may need."

Chiasson said in a phone interview that no waterfront property is available at the port but officials are working on expansion to meet offshore demand, especially for the deepwater oil and gas industry.

"The price of oil has slowed down a lot of projects, but we want to be ahead of the game and plan for a future upswing in the industry," he said. Slip D "is going to take five, seven years or so to develop. When the industry comes back and is stronger, it's going to be ready to service their needs."

The goal is to encourage current businesses in the port to expand and attract new businesses, Chiasson said. Edison Chouest Offshore has the right of first refusal on a section of Slip D, he added.

Port of Vinton



Merchant Elected Port of Vinton Board President

Life-long Vinton native Jerry Merchant was elected president of the Port of Vinton board of commissioners during the port board's monthly meeting this week.



The term is for one year. He succeeds Charles Broussard, who served in the position for 18 months. Broussard will remain on the board.

Merchant currently serves as the director of the Town of Vinton Civil Defense Office and the Chief of the Vinton Fire Department.

A graduate of Vinton High School in 1965, he attended McNeese State University in Lake Charles. After owning and operating Vinton Electric Service until 1981, he was employed as an electrician by PPG Industries in Sulphur, La., and retired from the company in 2009 as emergency response supervisor.

He has been a member of the Vinton Fire Department since 1967 and has served as its chief since 1990. He also is a member of the Calcasieu Parish LEPC and has served as a member of the Calcasieu 911 program for 20 years. He has been a certified EMT for 34 years, and was the director of the Vinton Ambulance Service for 11 years. Merchant also has served two terms as a city alderman from 1973-1981.

Obtain additional information about the Port of Vinton at www.portofvinton.com.

Port of Vinton / West Calcasieu Port



Since January, Lynn Hohensee has served as director for the Port of Vinton, a shallow-water port that sits on 806 acres of land.

Created in 1956, the port currently houses two tenants, Dunham Price and Performance Blasting and Coating. That leaves 600 acres of property available for lease.

Hohensee said the overall goal is for the port to partner with private businesses as tenants in an effort to create employment in the community, grow the tax base and grow infrastructure and investment. While Vinton residents and some tenants are aware of the port, he said work is being done to make the port more known outside the city.

“How do we bring the knowledge of our port and our availability and what we have to offer to prospects that want to lease land,” he said.

Because the Vinton port board “recognized that there’s growth coming to Southwest Louisiana,” Hohensee said that discussions soon began between him and Charles Broussard, port board member and former board president. Before Hohensee became port director, Broussard said the port president also acted as its director.



From left, Charles Broussard, Vinton Port Board member; Jerry Merchant, Port Board president; and port director Lynn Hohensee look over plans for a one-mile extension road that will be built from the Port of Vinton to where La. 108 joins with Interstate 10

“I kept saying to myself, ‘I can’t handle this job,’ ” Broussard said. “Finally, I told the board, we need to hire a port director part-time.”

Hohensee has also been director of the West Calcasieu Port for the past nine years. He said both the Vinton and West Calcasieu ports are smaller ports “that don’t have the revenue stream” that the Port of Lake Charles does.

“So there’s a need to be conscious of how you approach staffing,” Hohensee said. “The funding isn’t there to put together a full staff, and so contracting is the first step to go in that direction. As the port grows, it can expand its abilities to handle administration.”

The port has a contract for Hohensee, a port attorney and an engineer. He said the Vinton city clerk assists the port with accounting activities.

Hohensee said work was done to make sure there were no conflicts of interest between the Vinton and West Calcasieu ports. He said the ports in Southwest Louisiana have a “tremendously good working relationship and a synergy between them.”

“Each port relatively has its own niche,” Hohensee said.

Hohensee said the Port of Vinton is “an economic development engine” that has value in its “considerable amount of land.” While the West Calcasieu Port is located close to the Intracoastal Waterway, it has a “tremendous limitation on land” available, with only 190 acres available, and about 40 percent of it being wetlands, he said.

Hohensee describes the port as being “intermodal” because of its potential for transportation on water and land.

“Our region is not just a one port region,” he said.

Some tracts of land have access to water via the Vinton Navigation Channel, which feeds into the Intracoastal Waterway.

“It is navigable; it’s not just like a drainage ditch,” he said. “Barges can move up and down it. One of our tenants, Dunham Price, has their own barge-loading facilities located here.”

The port is also an industrial park, with a number of tracts available to tenants who don’t need waterfront access, Hohensee said.

Hohensee said the “secret jewel” that the port has is that its location allows it to “equally service distance-wise” Southeast Texas and Southwest Louisiana. The port is also located about two miles off Interstate 10.

Hohensee said part of his role as port director is to represent the port at the local, regional and state activities within the marine and transportation industries and with government entities like the city of Vinton, the Calcasieu Parish Police Jury and the state Department of Transportation and Development.

Hohensee said he recently received word that a one-mile extension road will be built from the port to where La. 108 joins with Interstate 10. He said the Police Jury has funding support to build the road, but that the parish is working with the Army Corps of Engineers on wetland delineation. Construction on the access road could start as early as this fall or the winter of this year.

“That is a tremendous enhancement for who are considering this port as a place to locate,” Hohensee said.

Hohensee said the Vinton Navigation Channel has needs for dredging so the waterway is deep enough for safe navigation. He said he is working with the Army Corps of Engineering to dredge the mouth of the channel. He said he is working with a neighboring property owned by Gray Estate to use the dredged spoils that would be beneficial to the environment.

Jerry Merchant, port board president, said there has been more activity at the port over the last two decades.

“People are learning about us,” he said. “We have something that some areas don’t have; we actually have dry land.”

Economic News

Louisiana Ranked No. 1 as Job Creator

The Advertiser.com

Southern Business & Development magazine ranked Louisiana No. 1 among Southern states for attracting the most significant capital investment and job-creation projects per million residents.

This announcement was made Thursday by Gov. Bobby Jindal’s office.

States earn points for large employment projects, 200 or more jobs, and large capital investment projects, \$30 million or more, attracted during 2014. Louisiana led the region with the most points-per-million at 105.4, easily outdistancing second-place Kentucky, 63.4, and third-place Oklahoma, 63.2. Neither Louisiana nor Texas, the overall points leader, earned the 2015 State of the Year designation, which the publication awarded to Kentucky.

Louisiana, which has ranked No. 1 in the South for six straight years in the points-per-million category, has earned State or Co-State of the Year honors from Southern Business & Development in five of the past seven years. In addition to Louisiana’s top-ranked 2015 performance, Lake Charles earned the magazine’s designation as the 2015 Small Market of the Year, while New Orleans, Baton Rouge, Shreveport and Houma-Thibodaux each

earned honorable mention recognition for top markets of the year.

“When we first took office, we set out to establish Louisiana as the new frontier for business opportunity, including a top-notch business climate that would attract world-class capital investment and job-creation projects,” Governor Bobby Jindal said in a statement.

“Today, Louisiana is that state, as we now attract many of the world’s best economic development projects and retain more and more of our best and brightest graduates. Recognition by Southern Business & Development demonstrates that the world is looking at Louisiana in a new way and that we are achieving record results because of our positive reforms. We are excited about our economic momentum for one overarching reason – more Louisiana residents every day are able to find to quality jobs and build great careers without having to leave the state they love. We will continue to work tirelessly to fulfill our destiny as the best place in the world to live, work and raise a family.”

The latest Southern Business & Development State of the Year results are published in the magazine’s SB&D 100 issue, which reports the Top 100 economic development deals across the South in both investment and job categories. Each state earns 10 points for projects within the investment and job Top 100 lists. Projects below the Top 100 that include at least 200 jobs or \$30 million invested net five points each for their states.

Lake Charles (55 points) received the title of 2015 Small Market of the Year, which evaluates markets in the South with a population under 250,000. Houma-Thibodaux (20 points) received honorable mention in that category. In the 2015 Major Market of the Year category, which ranks performance for metro areas of at least 750,000 but less than 2 million population, New Orleans (205 points) and Baton Rouge (100) joined Nashville, Tennessee (155), Kansas City, Missouri (115) and Raleigh-Durham, North Carolina (100), as honorable mention winners.. For the 2015 Mid-Market of the Year title, Shreveport, Louisiana (45 points), joined Huntsville, Alabama (45), and Northern Kentucky (40) as honorable mention selections among metros with at least 250,000 but less than 750,000 population.

Louisiana earned honorable mention State of the Year honors with a wide variety of project announcements in 2014, such as CSC's 800-job technology center in Bossier City, Cheniere Energy's \$6 billion expansion of its LNG project in Cameron Parish, Venture Global's \$4.25 billion LNG complex at the Calcasieu Ship Channel in Cameron Parish, CGI's 400-job technology center in Lafayette, and Yuhuang Chemical's 400-job, \$1.8 billion methanol manufacturing complex in St. James Parish.

Louisiana now ranks higher in every national business-climate ranking than it ever did prior to 2008. In five national business climate rankings – those published by Area Development, Business Facilities, Chief Executive, Site Selection and international location marketing firm DCI – Louisiana now ranks among the Top 10 states in the U.S.

Since January 2008, Louisiana has secured economic development projects that are resulting in more than 91,000 new jobs, more than \$62 billion in new capital investment and hundreds of millions of dollars in new sales for small businesses across the state.

Business Facilities has honored LED FastStart® as the nation's No. 1 workforce training program for the past five years in a row. Business Facilities also ranked Louisiana No. 1 in the publication's 2014 ranking of business climates. Site Selection named LED the best-performing state economic development agency in the nation in 2011 and No. 2 this year, while Pollina Corporate Real Estate ranked LED as tied for the best-performing state economic development agency in the nation in 2013.

For more about the 2015 State of the Year rankings and the SB&D 100 report in Southern Business & Development, visit www.sb-d.com.

Legal News

Post-Accident Remedial

Measures: – Are they An Admission of Guilt?

As most employers know, workplace accidents are not always easy, or even possible, to prevent. However, once an accident or injury occurs, shortcomings in safety policies and dangers in the workplace often become obvious. Once

obvious, most employers will want to alleviate such dangers, by repairing damaged or dangerous equipment or revising safety policies, in order to prevent similar accidents in the future. But, will doing so become an admission of the employer's liability in a tort suit?

Let's examine a hypothetical series of events and determine what steps a thoughtful employer can and cannot take with respect to a workplace accident and injury. Suppose "Sam Safety" is an employee of Careful Chemicals, Inc., operator of several area plants that manufacture and transport various chemicals. In all of these factories, workers undergo extensive, ongoing safety training and receive all of the safety equipment necessary to create a safe work environment. However, as cautious as everyone is, Sam trips over an extension cord that another employee has trailed across a work platform and falls through a rusted railing, head first into a vat of extremely caustic chemicals.

The director of operations at Careful Chemicals is distraught over the incident, and immediately seeks recommendations from his foremen on how to prevent such accidents in the future. Because hindsight is 20/20, it becomes obvious that although the factory is OSHA compliant, many steps can be taken to prevent such an accident in the future.

The director orders the immediate replacement of not only the broken railing, but also of all other rusted or otherwise unstable railings. The director also receives proposals to raise the heights of all railings, shorten the lengths of all extension cords and require all extension cords to be taped to the floor. The director likes these ideas and decides to incorporate them into the company safety policy.

However, before he can do so, his risk manager pays him a visit and informs him that he should not implement any of these plans, as any such steps may be seen as an admission of liability in the suit filed by Sam's widow and children. The plant director is now torn between preventing future injuries and protecting the interests of the employer.

Can he implement such remedial measures without exposing his employer to endless liability?



Generally, yes. The Louisiana Code of Evidence prevents the use of evidence of “subsequent remedial measures”, which would have made the event less likely to occur if taken before the event, to prove negligence.

The exclusion of such remedial measures rests on the sound social policy of encouraging people to take steps to further the safety of their fellow citizens, whether they be employees, customers or random pedestrians. Often the defect causing said accident was not obvious in the past. Other times, remedial measures may be made out of a mere abundance of caution. In any case, Louisiana courts have long recognized that repairs made after an accident and injury do not necessarily indicate fault or guilt, but rather, merely the desire to prevent future harm.

More importantly, if evidence of such measures is viewed by a jury, there is substantial risk that the jury will construe the measures as evidence of consciousness of fault for the injury and rule accordingly. Indeed, the goal of this policy of exclusion is to promote exactly the type of steps that our hypothetical plant director seeks to take to make his plant a safer place for everyone involved. Business owners and other employers should be encouraged, not discouraged, to learn from and improve safety based upon accidents and injuries. After all, hindsight is indeed 20/20.

The term “remedial measure” includes more than just mere physical repairs, such as those proposed in the hypothetical to replace rusted and weak railings. It encompasses changes in safety rules and regulations, installation of safety devices, changes in procedures and the dismissal of employees who have caused accidents or injuries.

The director of operations may, therefore, replace and raise the height of plant railings and revise certain safety procedures without admitting negligence in a subsequent lawsuit.

It is very important to note, however, that the bar applies only to subsequent remedial measures used to show negligence and that the Code of Evidence does provide for certain exceptions to the rule.

Remedial measures may be admissible as evidence to establish ownership, control, knowledge or feasibility of precautionary

measures. When ownership or control of the location of the accident or injury is at issue, remedial measures are admissible to prove the defendant owned or controlled the premises and thus could have alleviated the danger. Another exception is provided for in cases of strict product liability, where such remedial measures can be used to establish that the manufacturer “knew or should have known” of the danger at the time of injury.

So, if control or ownership of the area of injury is in dispute, evidence of the repairs may be admitted into evidence at trial, but only for the purpose of establishing such ownership or control. The evidence still cannot be used to prove negligence.

It is also important to remember that this rule applies only to subsequent measures. For example, if, before our hypothetical accident, memos had been circulated regarding the dangers of long extension cords and the need for new railings, but no measure had been taken as of the time of the accident, the evidence would likely be admissible to show knowledge of the dangerous defect and the ability to cure it. On the other hand, Louisiana courts have ruled that measures undertaken post-accident are inadmissible even when the contract for repairs was entered into prior to the accident.

Furthermore, Louisiana courts require that to be deemed inadmissible, the measure taken must be corrective or preventive and must be undertaken voluntarily by the defendant. Any remedial measures mandated by the government or a governmental agency, whether due to non-compliance with a statutory scheme or changes in law, will be admissible in court, even to prove the defendant’s negligence.

Although there are exceptions to the rule, an employer may generally utilize accidents or injuries to improve upon workplace safety without fear of such improvements being used against him to prove negligent conduct. It is important, however, that such measures may be used to prove other aspects of an injured plaintiff’s case.

U.S. COAST GUARD NAVIGATION & VESSEL INSPECTION CIRCULAR

On July 21, 2015, the USCG issued Circular No. 01-15 which it designed to assist mariners in the identification and reporting of marine casualties.

The regulations for what type of casualties must be reported have been in place for years. However, there remains some confusion as to what manner of casualty triggers the necessity to notify USCG and to prepare and file the appropriate reports. This Circular cannot and is not designed to address every possible situation. The USCG has gone to great lengths in identifying numerous scenarios which mariners may encounter and to provide advice and guidance on how to respond. It is lengthy, but worthy of reading and keeping handy. It can be found at:

[http://www.uscg.mil/hq/cg5/nvic/pdf/2015/navic-01-15 Marine Casualty Reporting2](http://www.uscg.mil/hq/cg5/nvic/pdf/2015/navic-01-15%20Marine%20Casualty%20Reporting2)



BY WILTON E. BLAND, PARTNER

MOULEDOUX, BLAND, LEGRAND & BRACKETT.

Louisiana Gulf Coast Oil Exposition (LAGCOE)

October 27-29, 2015
<http://www.lagcoe.com/Default.asp>
Cajundome & Convention Center
Lafayette, LA USA

LAGCOE is Louisiana Gulf Coast Oil Exposition. They are one of the world's pioneer oil and gas expositions and have been fueling global energy solutions for 60 years, since 1955. One of the largest oil and gas industry expositions in the United States, LAGCOE is held biennially in the very heart of America's energy corridor: Lafayette, Louisiana.

Innovative engineering and entrepreneurial spirit produces solutions for the industry's ever changing needs effectively and efficiently. The hard working professionals here have real hands-on experience which has increased industry productivity throughout the world.

We invite you to join us at LAGCOE October 27-29, 2015, for access to state-of-the-art equipment, service, and technologies as well as technical presentations from worldwide leaders in the onshore and offshore oil and gas exploration and production industry. In 2013, LAGCOE welcomed 416 exhibiting companies from around the world and more than 17,000

attendees from 43 countries and 47 states. With a waiting list for exhibit space, LAGCOE continues to be a sought after event for industry professionals.

You will love visiting us in Lafayette, Louisiana, USA, home to more than 1,300 oil and gas industry companies. One of the most optimistic cities in our country with award winning cuisine, Lafayette welcomes our hard working colleagues with unparalleled hospitality.

LAGCOE is different because:

- LAGCOE is located in close proximity to a high concentration of service sector facilities.
- LAGCOE is a manageable size, conducive to business.
- LAGCOE is hosted by industry professionals *for* industry professionals.
- LAGCOE hospitality is unparalleled.

Sponsorship opportunities are available. Visit www.LAGCOE.com/sponsorships to select your plan.

America's Wetlands



America's Wetland Partnership Reveals Plans for New Restoration Project

The America's WETLAND Foundation has announced plans to demonstrate the use of recyclable plastics in a "green" project for shoreline stabilization of the *Gulf Intracoastal Waterway* (GIWW) through a partnership with *Ducks Unlimited*, the *U.S. Army Corps of Engineers*, the *State of Louisiana* and private landowners. The project will use innovative technology in the form of a vegetated, recycled plastic matrix material called *Vegetated EcoShield™*, manufactured by Baton Rouge based *Martin Ecosystems*, to shore up embankments along the GIWW where saltwater

intrusion threatens freshwater marshes, communities and habitat.

The Foundation, joined by top Louisiana legislators, announced the project at its *"Toast to the Coast"* event at Tiger Stadium on June 1, 2015. [CITGO](#), as part of their ["Caring for the Coast"](#) program, represented by Vice President Rafael Gomez, presented Foundation Chairman R. King Milling with a check for \$250,000 as the founding sponsor of the project, designed to bring important private sector participation to an approach that can be replicated in critical areas along the waterway. These areas provide valuable habitat and storm protection to adjacent communities and energy assets but fall outside funding priorities in the state's coastal master plan. This offers an opportunity for private investment in restoration that provides benefits to multiple interests.

As part of its mission to build support and seek balanced solutions to coastal restoration, the America's WETLAND Foundation has sought to create public awareness of the need for a strong federal commitment to restoration and for innovative solutions that allow private and

public sectors to work together to abate wetland loss.

Welcome New Associate Members

PAL welcomes two new associate members.

Toulmay-Wong is a returning member. They are an engineering consulting firm located in Geismar, LA. They will be represented by Mr. Michael Yazbeck.

Atkins North America, Inc. is a design, engineering, and project management consulting group located in Baton Rouge. They will be represented by Luke LeBas.

MARK YOUR CALENDARS

September 3, 2015, PAL monthly Meeting, 10AM, Baton Rouge

October 1, 2016, PAL Monthly Meeting, Natchitoches, LA

