PAL Facts

1. Central Louisiana
Regional Port
2. Avoyelles
3. Baton Rouge
4. Caddo-Bossier
5. Columbia
6. Fourchon
7. Grand Isle
8. Greater Oachita
9. Iberia
10. Greater Krotz Springs
11. Lake Charles
12. Lake Providence
13. LIGTT
14. Madison Port
15. Manchac Port
16. Mermentau
17. Morgan City
18. Natchitoches
19. New Orleans
20. Plaquemines
21. Pointe Coupee
22. Red River
23. South Louisiana
24. St. Bernard
25. Terrebonne
26. Twin Parish
27. Vermilion
28. Vidalia
29. Vinton
30. West Calcasieu
31. West Cameron
32. West St. Mary

Founded in 1984

• 30+ Ports w/diversity in size, mission & responsibility – touch all regional labor markets

• Member Ports in 50% of all Parishes

• LA Ports Carry 25% of U.S. Waterborne Commerce

• 5 Mississippi River Ports Comprise the Largest Port Complex in the World

• Navigable Waterways extend to all Corners of the State

• Ports Enable Key Industries to Flourish in LA
Louisiana Industries with Global & National Trade

- **Economic Output**: $182.1 Billion
- **Direct Spending**: $96.1 Billion
- **Personal Earnings**: $32.9 Billion
- **State Taxes**: $2.4 Billion
- **Local Taxes**: $1.8 Billion
- **Jobs in LA**: 525,000

**Agriculture, Oil & Gas, Coal, Petrochemical, Food Manufacturing, Fabricated Metals, Wood & Paper Products**
Economic Impact of Ports

- Louisiana Industries with National & Global Trade
- Port Reliant Industries
- Direct Spending by Ports, Tenants & Businesses
- More Direct Jobs than Oil & Gas Industry
- State Tax Collections, Local Tax Collections

Create 525,000 Jobs
Employees Earn $32.9 Billion

1 in 5 Jobs in Louisiana

$4.1 B in Personal Earnings
77,000 Jobs

40% - 45% More

$298 Million
$235 Million
Ports Connect & Enhance Markets for Major Industries

- Transportation & Warehousing
- Manufacturing
- Mining – Includes Oil & Gas
- Agriculture

These Industries Anchor the Louisiana Economy

These Industries Could Exist w/o Ports but with Much Higher Costs

These Industries Are High Volume Exporters & Importers
Deep Draft Ports

Lake Charles Port: Center for LNG Operations; $70 Billion Natural Gas Related Industrial Development; 13th Largest Port in U.S.

Port of Greater Baton Rouge: Head of Deepwater Navigation on the Mississippi River - Competitive for Shipment of Bulk Cargo, Grain, Petrochemicals, etc.

Port of South Louisiana: Ranks #1 in U.S. for Facilitating the Most Tons of Cargo Transported through its Docks

Port of New Orleans: Handles Containerized & Breakbulk Cargo and Serves as a Cruise Ship Terminal

St. Bernard Port: Handles Bulk & Breakbulk; Owns Dedicated Tour Boat Landing at Chalmette Battlefield Nation Park – Site of the Battle of New Orleans

Plaquemines Port: Has More than 100 Miles of Deep Draft Access; Offers the Closest Terminals to Open Water on the Mississippi River
Coastal Ports

Port Fourchon: Services 90% of All Deep Water & 50% of All Shallow Water Rigs in Gulf of Mexico (18% of U.S. Oil Supply)

Port of Morgan City: Supports Companies Essential to Oil & Gas Industry and Ships Agricultural Products; Also Handles Container & Bulk Cargo

Port of Iberia: Home to 100 Companies Providing Component Parts & Services to Offshore Oil Industry

Port of West Calcasieu: Anchors GIWW - Enables Shallow Water Maritime Transportation from Texas to Florida Without Exposure to the Open Waters of the Gulf of Mexico

Port of Terrebonne: Oil & Gas Service Port; Home to Marine Fabricators and Oil & Gas Service Companies

Port of Vermilion: Salvage & Refurbish Offshore Decks and Jackets; Has Intracoastal City Public Boat Launch for Fishing & Recreation Vessels

*LA Inland & Offshore Industry is the Largest Producer of Crude Oil in the US*  
*LA is the Second Largest Producer of Natural Gas*
Central Louisiana Regional Port: Transports Military Equipment; has 13,600 Ton Bulk Fertilizer Warehouse & 3,400 and 5,000 Ton Fertilizer Domes; Abundance of Natural Gas

Port of Caddo-Bossier: Over 1,000 Employees with more than 20 Companies; Drives Industrial Growth in North Louisiana

Lake Providence Port: Largest Tonnage of Inland Ports for Agricultural Products; Fastest Growing Inland Port in the U.S.

Port of Krotz Springs: Over 300 Employees With Refinery

*Inland Ports Link Farmers to National & Global Markets*

*Provide Warehousing & Value Added Services*

*Attract Manufacturing, Distribution & Other Industries – Creating Jobs in* Their Communities
Port Priority Fund

DOTD Transportation Plan Recommends $40 M Per Year

Historical Average: $20 M Per Year

Gov. appropriated $39.4 Million in 2016 – 2017 Capital Outlay Bill

State Receives $8 in Taxes, Jobs & Benefits for $1 Investment

Current Backlog of $125 Million

Applications Scored & Ranked by DOTD

2016 – 2017 Port Priority Program Projects

18 Continuing Projects, Total Cost = $450 Million

Will Create $1 Billion in Economic Benefits & Create Over 2,000 Jobs
FIVE YEAR CAPITAL IMPROVEMENT PLAN

- 92 Projects at 21 Ports
- Total Estimated Cost $1.2 Billion
- Represents Annual Need of $360 Million Over 5 Years
- Louisiana Transportation Plan Recommends $7.6 Billion for Ports & Channels
LA PORTS NEED DEEPER CHANNELS FOR FUTURE OPPORTUNITIES

- Deep Water Ports on Mississippi & Calcasieu to Serve Panama Canal Expansion of Trade
- Coastal Ports to Serve Deep Water Drilling Vessels & Compete for Building Production Structures
- River Ports to Serve Increased Barge Traffic
Panama Canal Expansion

Newest Expansion Opened June 2016

Studies Suggest That the Gulf Region Can Expect an Increase in Container Traffic of 12-15% after the Expanded Canal Opens.

Deepens Canal from 39.5 feet to 50 feet, generating an additional 5 million plus TEUs for the Gulf of Mexico Market by 2028.

12% Will Flow to the Gulf Coast, 54% to the East Coast.

KEY PANAMA CANAL INSIGHTS
- Canal container traffic is expected to grow at 4% CAGR
- 66% of Panama Canal cargo traffic flows to/from the US
- 12% of Panama Canal cargo traffic flows to/from the Gulf

Panama Canal Container Traffic

Gulf Region

2008
1.5 M
2028
3.0 M

+12%

Competitive US Market
Prime Canal US Market
Depth Constraints

- As Oil and Gas Exploration Continues to Reach Greater Depths, Fabrication Facilities Need to be Capable of Handling Larger and Heavier Components.

- LA and the Nation Lose Ground to Other Petroleum Producing Nations thereby Sacrificing its Geographic Advantage in Central GOM and its Deep Water Oil and Gas Reserves.

- Most Tankers Offloading at the Louisiana Offshore Oil Port (LOOP) are Too Large for U.S. Ports.

- Without Deeper Channels Louisiana Ports Will Not Have the Opportunity to Compete for New Contracts Necessary for the U.S. / Louisiana to Remain a Global Leader.
Thank You