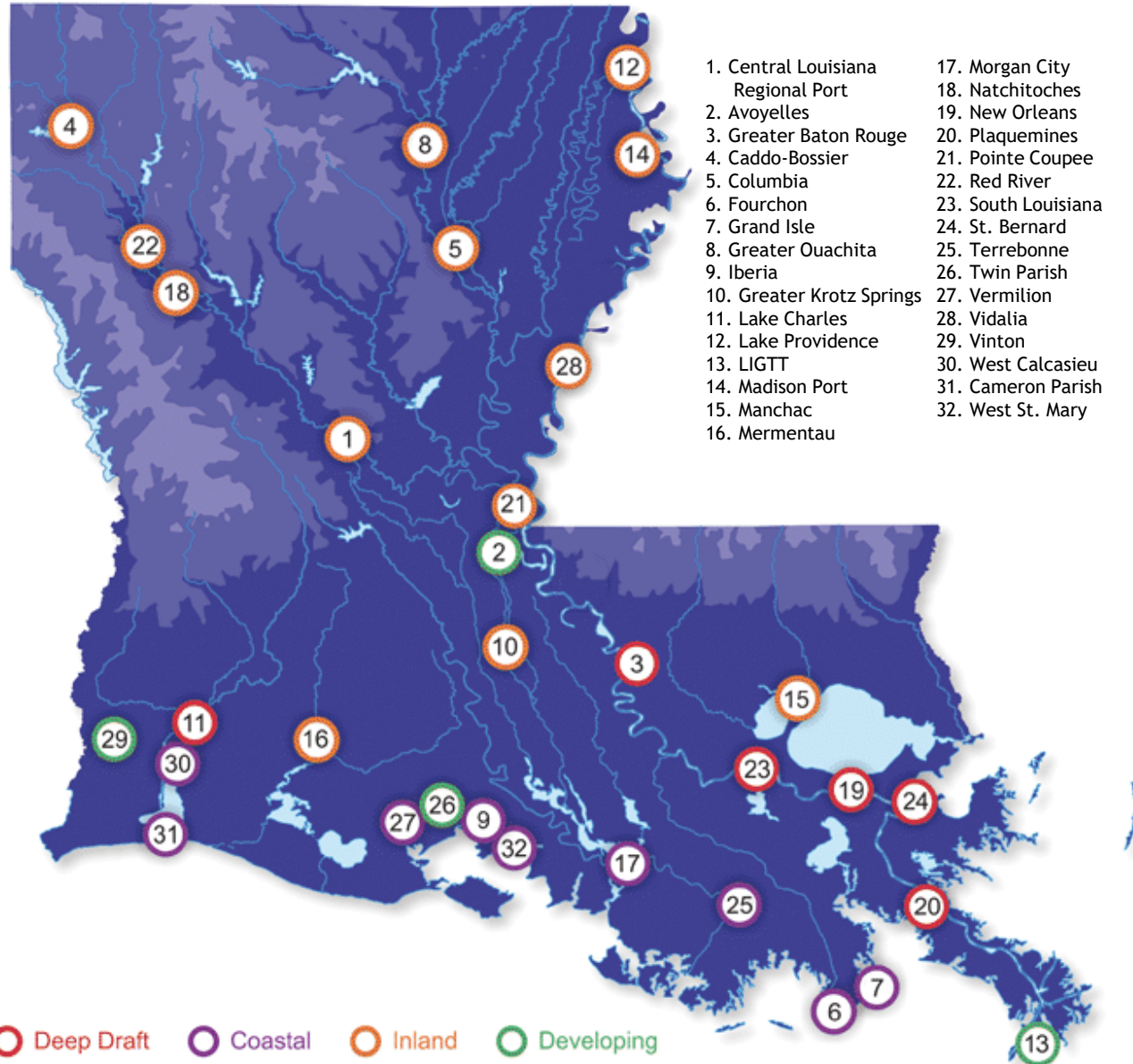


Louisiana Ports Deliver

Presented By: Jennifer Marusak, MA, CPE, Executive Director



Ports Impact Every Region of Louisiana



**Ports enable key
INDUSTRIES
to flourish in Louisiana**

Mississippi River is the Backbone of the Nation's Water Commerce



**Five Lower Mississippi River ports
comprise the largest port complex in
the world**

**Louisiana ports carry 25% of U.S.
waterborne commerce**

80% of the nation's grain

20% of the nation's coal

**14,500 mile inland waterway system
including rivers & intracoastal
waterways**

Ports Connect & Enhance Markets for Major Industries

**Transportation &
Warehousing**



**Mining -
Includes Oil & Gas**



**These industries anchor
the Louisiana economy**

**These industries could
exist without ports but
with much higher costs**



Manufacturing



Agriculture

**These industries are high
volume exporters and
importers**

Global Trade

Economic Impact of Louisiana Industries with Global & National Trade

Industries	Direct Spending	Economic Output	Personal Earnings	State Taxes	Local Taxes	Jobs Created
Agriculture, Oil & Gas, Petrochemical, Food Manufacturing, Wood & Paper Products, Coal, Fabricated Metals & Related Products	\$ 96.1 Billion	\$ 182.1 Billion	\$ 32.9 Billion	\$ 2.4 Billion	\$ 1.8 Billion	525,000

Economic Impact of Ports on Louisiana

Louisiana Industries with National & Global Trade



Create 525,000 Jobs

Port Reliant Industries



1 in 5 Jobs in Louisiana

Direct Spending by Ports, Tenants & Businesses



**\$4.1 B in Personal Earnings
77,000 Jobs**

More Direct Jobs than Oil & Gas Industry



40% - 45% More

**State Tax Collections
Local Tax Collections**



**\$298 Million
\$235 Million**



DEEP WATER PORTS - Support Global Trade



COASTAL PORTS - Enable Energy Industry



INLAND PORTS - Drive Local Economics

Importance of Deep Draft Ports

Port of South Louisiana

Ranks #1 in the western hemisphere for most tons of cargo transported through its public/private docks; imports/exports more than 300 million tons annually

Port of Lake Charles

Center for LNG operations;
\$85 Billion natural gas related industrial development

St. Bernard Port

Ships 36% of the nation's ferroalloys; handles bulk & breakbulk; home to one of the nation's only ISO tank cleaning facilities

Plaquemines Port

More than 55 million tons of grain, petrochemicals & coal pass through annually

Port of New Orleans

Multimodal transportation hub and an economic engine driven by diverse lines of business: extensive cargo capabilities, a strategically aligned railroad, a large industrial real estate portfolio and in-demand cruise operations. Port NOLA's diverse business lines include Louisiana's only international container terminal, growing the nation's largest container-on-barge service, 6th largest cruise port in the nation, New Orleans Public Belt Railroad connections to six Class 1 railroads, world-class breakbulk terminals.

Port of Greater Baton Rouge

Strategically located at the head of deep-water navigation on the Mississippi River and possessing robust maritime infrastructure capable of handling general, breakbulk, liquids and containerized cargoes, with a continued mission of promoting domestic and international commerce

Importance of Coastal Ports

LA is the 2nd Largest Producer of Crude Oil & 2nd Largest Producer of Natural Gas in the U.S.

Port of Terrebonne, Port of Morgan City, Port of Vermilion & Port of Iberia	Oil & gas industry fabrication and supply base Fabrication and shipbuilding projects that support our national defense and supporting clean energy initiatives and LNG projects on the Calcasieu and Mississippi Rivers
West Calcasieu Port	Anchors GIWW in SW La. - enables maritime-oriented services - barge fleet, barge cleaning/repair (wet/dry), marine fueling, marine construction, diesel engine repair, construction equipment refurbishing.
Port Fourchon	Services 100% of all deep-water rigs in Gulf of Mexico Services 50% of all shallow-water rigs in Gulf of Mexico (18% of U.S. oil supply)
Cameron Parish Port, Harbor & Terminal District	\$35 billion in LNG export facilities, making Cameron Parish 3 rd among nations in LNG export. Both a coastal and deep-water port. Contains 44 miles of GIWW & 33 miles of deep water.
Grand Isle Port	One of the highest shipping tonnages of any shallow water port in the state via 2 Federal Navigation Channels. Contributor to one of the largest commercial fishing industries in the Gulf Coast Region. Home to the state-of-the-art LDWF Research Facility servicing the Gulf of Mexico.

Importance of Inland Ports

Inland Ports Link Farmers to Global & National Markets

Provide Warehousing & Value-Added Services

**Attracts Manufacturing, Distribution & Other Industries -
Creating Jobs in Their Communities**

Lake Providence

Largest tonnage of inland ports for agricultural products Fastest growing inland port in the U.S.

Port of Caddo-Bossier

4,000-acre industrial park and inland multi-modal distribution center with more than 13 companies; drives industrial growth in north Louisiana

Port of Krotz Springs

134 waterfront acres; 3.1 million overall annual tonnage



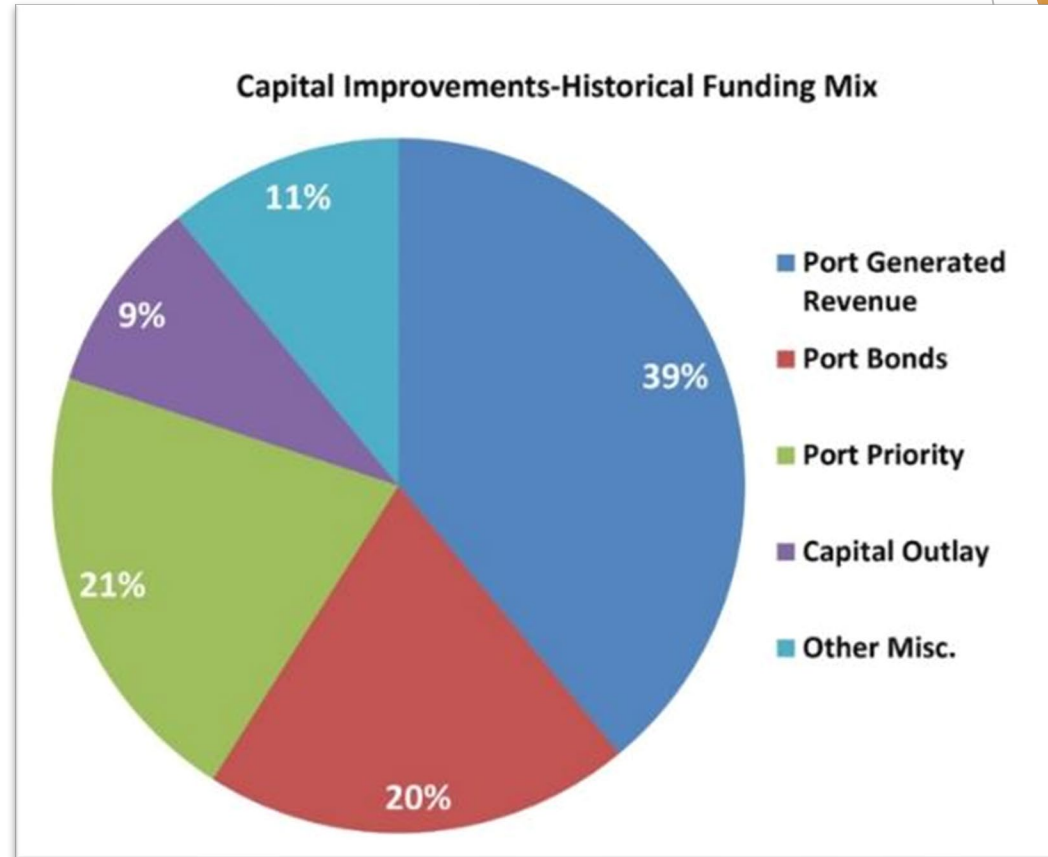
Louisiana Ports Need Additional Port Infrastructure & Deeper Channels for Future Opportunities

- Deep Water Ports on Mississippi & Calcasieu to Serve Panama Canal Expansion of Trade and \$70 Billion Natural Gas Related Industrial Development - *commitment from Corp of Engineers - August 2020*
- Coastal Ports to Serve Deep Water Drilling Vessels & Compete for Building Production Structures
- River Ports to Serve Increased Barge Traffic



Ports 5- Year Capital Improvement Plan

- **92 Projects at 21 Ports**
- **Total Estimated Cost \$1.8 Billion**
- **Represents Annual Need of \$360 Million Over 5 Years**
- **Louisiana 2015 Transportation Plan Recommends \$7.6 Billion for Ports & Channels By 2040**
- **DOTD Transportation Plan Recommends minimum \$40 Million Per Year**



Port Priority Fund

**Applications Scored & Ranked
by DOTD**

**Historical Average:
\$39 M Per Year under Gov. Edwards
Additional \$25 M FY 2023 from Surplus**

**2021-2022 Port Priority Program
Total Cost: \$220 Million
State Share: \$154 Million**

**2022-2023 Port Priority Program
Total Cost: \$210 Million
State Share: \$128 Million**

2023 - 2024 Port Priority Program Projects

**15 Continuing Projects, Total Cost = \$261 Million
7 Additional Projects in the pipeline = \$99 million
\$212 Million State Share, \$167 Million Current Backlog**

Will create \$2.1 billion in economic benefits & create more than 1,800 jobs

State receives \$8 in taxes, jobs & benefits for \$1 investment

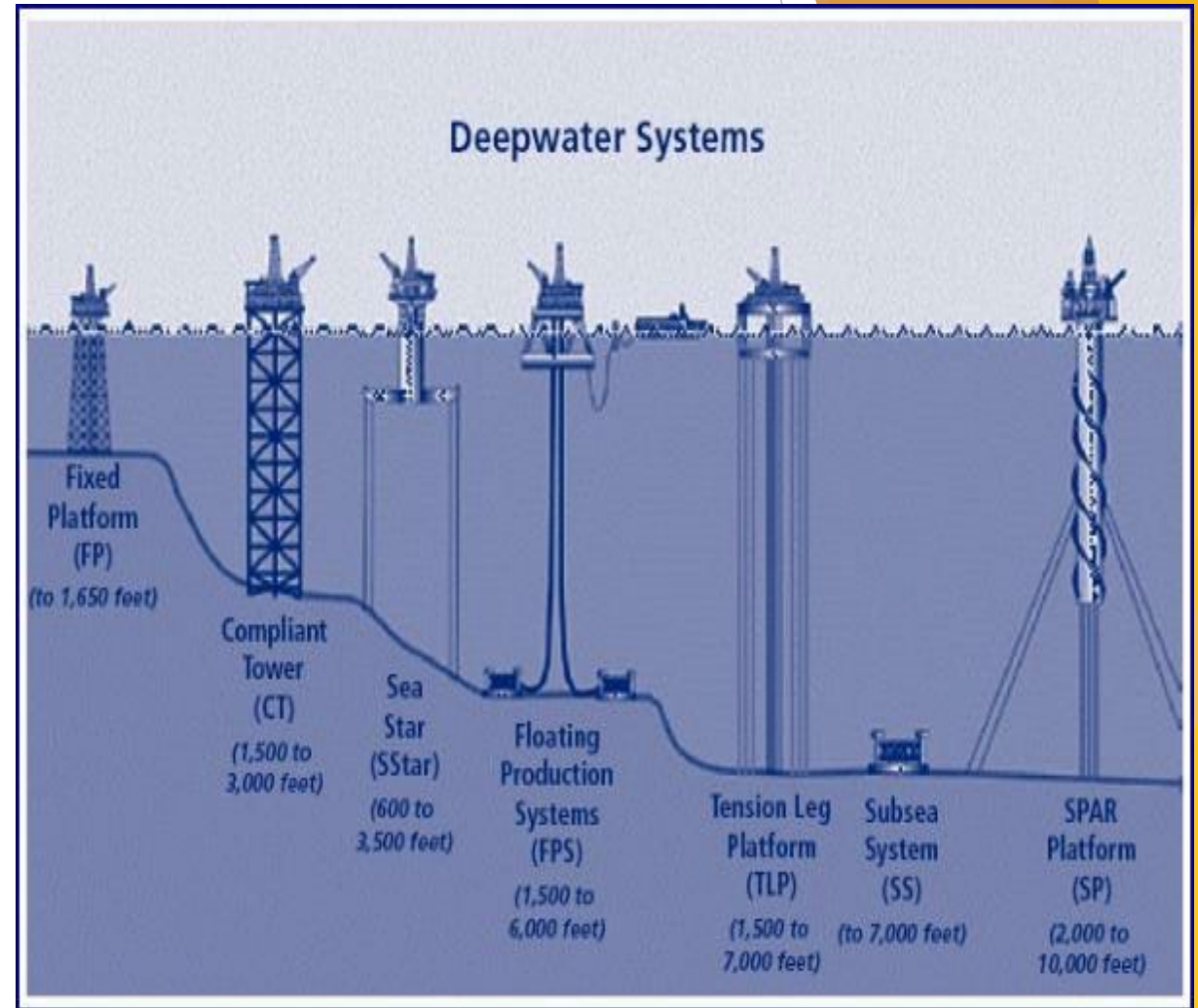
Depth Constraints

As oil & 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, sacrificing its geographic advantage in central GOM and its deep water oil & gas reserves

Most tankers offloading at the Louisiana Offshore Oil Port (LOOP) are too large for U.S. ports

Without deeper channels LA ports will not have the opportunity to compete for new contracts necessary for the U.S./Louisiana to remain a global leader



Importance of Mississippi River Deepening

Benefits of Mississippi River at 50 ft

\$11.49 billion increase U.S. production

Minimum 17,000 new jobs

\$849 million increased income

\$89.4 to \$1 benefit/cost ratio

Increase competitiveness of U.S. exporters

Legislation/Cost

2014 Water Resources Reform & Development Act (WRRDA) authorized deepening of Mississippi River from the Port of Baton Rouge to the mouth of the river from 45ft. to 50ft. - \$\$ allocated August 2020 - ahead of schedule

**Estimated Cost: \$300 million
LA's Share: \$150 million**



Source: Dr. Tim Ryan PhD, The Economic Impact of Deepening the Miss. River to 50 Feet, 2013

Panama Canal Expansion

Newest expansion opened June 2016

Deepened canal from 39.5 feet to 50 feet
Can accommodate post-Panamax vessels with up to
14,000 TEUs - 1st LNG ship came from Sabine Pass

Panama Canal volume will grow from 12.3 million TEUs
to 25.4 million TEUs handled annually by 2028 - tonnage
increased by 22% in 1 year

Gulf Coast: volume will increase from 1.5 million TEUs to
3 million TEUS

Four container ports will compete for that business in
the Gulf: Houston, New Orleans, Mobile and Tampa.

Lower Mississippi River ports will benefit
Dry & liquid bulk cargo such as grains & petrochemicals
will be imported/exported more efficiently





Thank You

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