

1. Administrative Details

Proposal Name: Mississippi River Ship Channel; Gulf to Baton Rouge, Louisiana; New Orleans Harbor and Berth Approach Deepening

by Agency: Board of Commissioners of the Port of New Orleans

Locations: LA

Date Submitted: 09/22/2015

Confirmation Number: 1ddc15bc-0070-48ec-b6e3-978f149f6d7c

Supporting Documents

File Name	Date Uploaded
CNRR letter of support.pdf	09/21/2015
LMTA Letter of Support.pdf	09/21/2015
TCI letter of support.pdf	09/21/2015
Kearney letter of support.pdf	09/21/2015
Hapag Lloyd letter of support.pdf	09/21/2015
NOPB letter of support.pdf	09/21/2015
WRRDA7001 Proposal Drawing - Port NOLA.pdf	09/21/2015
ILA 3000 letter of support.pdf	09/21/2015
Honeywell letter of support.pdf	09/21/2015
Ports America letter of support.pdf	09/21/2015
NOT letter of support.pdf	09/21/2015
Port NOLA letter of support.pdf	09/21/2015
Cornerstone letter of support.pdf	09/21/2015
DOTD letter of support.pdf	09/21/2015
MSC letter of support.pdf	09/21/2015
Shintech letter of support.pdf	09/21/2015

2. Provide the name of the primary sponsor and all non-Federal interests that have contributed or are expected to contribute toward the non-Federal share of the proposed feasibility study or modification.

Sponsor	Letter of Support
Board of Commissioners of the Port of New Orleans(Primary)	<p>The Port of New Orleans (Port) is requesting a modification to the Mississippi River Ship Channel-Gulf to Baton Rouge, Louisiana Project to deepen the approaches and harbor to provide access to the Port's container terminals at the same depth as the Mississippi River channel. The Port is a deep-draft multi-purpose port at the center of the world's busiest port system – Louisiana's Lower Mississippi River. The Port's cargo-related activities generate 160,000 direct and indirect jobs and \$17 billion of spending within the state of Louisiana. The Port's container volumes have increased more than 92% in the last 10 years and volumes continue to grow. Currently, container vessels calling at the Napoleon Avenue Container Terminal are light loaded because of existing depth limitations. Deepening of the ship channel, harbor and berth approach will enhance the competitiveness of the Port's container terminals and, ultimately, enable the Port to attract additional container services. The Port and port-related industry will significantly benefit from the availability of deeper depths in the Port of New Orleans' harbor and approaches to its container berths. Improved container terminal efficiency, reduced operating costs and the potential for added service enhancements will translate into increased global trade and economic activity. The Port strongly encourages the Corps to implement dredging of the New Orleans harbor and berth approaches to coincide with current depth of the Mississippi River channel and any future deepening. The Board is fully prepared to provide a letter of intent to move forward on a study to evaluate the requested modifications and to fund the local cost share for both the study and anticipated construction.</p>
Louisiana Department of Transportation and Development	<p>The Department of Transportation and Development (LDOTD) supports the request to modify the Mississippi River Ship Channel Gulf to Baton Rouge, Louisiana Project to include the deepening of the New Orleans Harbor and Berth Approach, as long as it does not delay the study nor project for deepening the main channel. LDOTD is the local sponsor for the authorized project and supports this project modification request as long as the current Channel deepening GRR is not affected or delayed. The Port is making the request for this modification and is willing to fund the local cost share.</p>

3. State if this proposal is for a feasibility study, a modification to an authorized USACE feasibility study or a modification to an authorized USACE project. If it is a proposal for a modification, provide the authorized water resources development feasibility study or project name.

[x] Modification to an Authorized USACE Project : Mississippi River Ship Channel; Gulf to Baton Rouge, Louisiana

4. Clearly articulate the specific project purpose(s) of the proposed study or modification. Demonstrate that the proposal is related to USACE mission and authorities and specifically address why additional or new authorization is needed.

The purpose of this project is to deepen the approaches to the Port of New Orleans' current and future container facilities (Approaches) and the associated Harbor area to the same depth as the Mississippi River channel from the Gulf to Baton Rouge, Louisiana (Channel). The Corps is authorized to dredge the Channel to 55' and the New Orleans harbor (Harbor) to 40'. WRRDA 2007 authorizes dredging the Napoleon Ave. Container Terminal berthing area (Napoleon Approach) to a depth not to exceed the Channel. The Corps currently dredges the Channel to 45' and the Napoleon Approach to only 40'. The Port is requesting a modification to the existing project to include the dredging of the Approaches and the associated Harbor area on the left descending bank of the Mississippi River from Mile 98.3 to Mile 100.6 AHP to a depth equal to the Channel. The Corps should dredge this stretch to a depth equal to the Channel from the border of the Channel to within 100' of the face of the wharf. This change will allow the Port to realize the full benefit of a deeper Channel, and because this change merely expands the area of current Corps authorization to facilitate commercial vessel access to public berths, it clearly fulfills the Corps' mission to maintain waterways for commercial navigation. The Port has been forced to dredge to 45' the Napoleon Approach to provide access to the existing container berths. It is also requested that the Corps undertake an Assumption of Maintenance Study for the Napoleon Approach which has already been cut to 45' by the Board. The Corps is currently performing a GRR to confirm the economic justification of deepening the Channel up to a depth of 50'. Please note this request for a study to modify a project feature is not intended to delay the current GRR, but is a separate request to dredge the Approaches and the associated Harbor area to the same depth as the Channel, whether it is the current Channel depth or any new depth.

5. To the extent practicable, provide an estimate of the total cost, and the Federal and non-Federal share of those costs, of the proposed study and, separately, an estimate of the cost of construction or modification.

	Federal	Non-Federal	Total
Study	\$750,000	\$750,000	\$1,500,000
Construction	\$4,210,000	\$4,210,000	\$8,420,000

Explanation (if necessary)

There is not sufficient information available to adequately estimate the cost of a study. The study would probably require hydraulics and hydrology (H&H) modeling, NEPA investigation and an economic evaluation. The data required for this study is very similar to the data currently being collected for the General Reevaluation Report (GRR) to deepen the Channel. So, the study cost would be dependent on whether measures are taken to capitalize on the ongoing effort without, however, delaying the current Channel deepening GRR.

6. To the extent practicable, describe the anticipated monetary and nonmonetary benefits of the proposal including benefits to the protection of human life and property; improvement to transportation; the national economy; the environment; or the national security interests of the United States.

The Port of New Orleans is a deep draft port located on the Mississippi River with a world class container facility that handles over 500,000 TEUs per year. 12 shipping lines have regular calls at the Port. Vessels regularly call at the container facility that have 45-foot drafts, but many such vessels have to be light loaded due to the water depth limitations and would benefit from deeper water depth. Unfortunately, it has been necessary for the Port to expend its limited funds to dredge the Harbor beyond the Corps-authorized 40' to facilitate commercial navigation. Additionally, the opening of the new Panama Canal locks will provide a path for vessels with drafts of 50' to easily access the Port, but only if the Approaches and the associated Harbor area are dredged to 50' when the Channel is dredged to that same depth. This modification would allow vessels to carry larger quantities of cargo and allow larger vessels to call at the Board's container terminal. Shippers can save costs by taking advantage of economies of scale. Providing deeper draft in the Channel without deepening the Harbor does not permit the economic benefits of the deeper Channel to be fully realized. Vessels that are currently calling at the Port have the capability of being loaded with additional containers, but sail "light" because of draft limitations. Also, there are a number of other vessels in the fleets of carriers currently calling on the Port with drafts approaching 50' that can navigate under the bridge crossing the River. These vessels could carry 300 additional containers each if they could load to their maximum draft. The additional cargo that could be carried to and from the Port due to this deepening would create jobs, increase spending and tax revenues, and have a significantly positive economic impact. A further economic benefit would be increased productivity caused by the lower costs of exporting goods.

7. Does local support exist? If 'Yes', describe the local support for the proposal.

Yes

Local Support Description

The Board's container terminal tenants, container support industry, shippers and importers, the International Longshoremen's Association Local 3000, the trucking industry, railroads, and carriers are in favor of this project modification that would facilitate national commerce. All cite that accommodating deeper draft vessels would provide efficient and cost effective movement of cargo that would assure the competitiveness of the Port and its customers. The Port of New Orleans is fully prepared to provide a Letter of Intent to move forward on a study to evaluate the requested modifications.

8. Does the primary sponsor named in (2.) above have the financial ability to provide for the required cost share?

Yes

Primary Sponsor Letter of Support

(As uploaded)

Port NOLA letter of support.pdf



PORT NOLA
THE PORT OF NEW ORLEANS

Gary P. LaGrange, PPM
President and Chief
Executive Officer

September 14, 2015

TO: U.S. Army Corps of Engineers

RE: Mississippi River Ship Channel
Gulf to Baton Rouge, Louisiana
New Orleans Harbor and Berth Approach Deepening

The Board of Commissioners of the Port of New Orleans (Board) is requesting a modification to the federally authorized project (Mississippi River Ship Channel-Gulf to Baton Rouge, Louisiana) for the Corps to deepen the approaches and harbor to provide access to the Port of New Orleans' container terminals at the same depth as the River channel. The channel will potentially be deepened to 50 feet in the near future.

The Port of New Orleans (Port) is a deep-draft multi-purpose port at the center of the world's busiest port system – Louisiana's Lower Mississippi River. The Port's cargo-related activities generate 160,000 direct and indirect jobs and \$17 billion of spending within the state of Louisiana. The Board's facilities include 20 million square feet of cargo-handling area and more than 3.1 million square feet of covered storage area. The Port is connected to markets across North America by the interstate highway system and it is the only seaport in the U.S. served by all six Class I rail lines.

In recent years, containerized cargo has become an increasingly important component of the Port's cargo profile. In the 10 years from 2005 to 2014, the number of TEUs handled at the Port grew from 254,264 to 490,517 – an increase of more than 92 percent. The Port continues to experience growth in container volumes: during the 12-month period between August 2014 and July 2015, the Port handled 533,854 TEUs. The key to sustaining growth in container volumes is the provision of productive, efficient and cost-effective container terminal operations. The Corps currently dredges the Mississippi River channel to 45 feet and the New Orleans harbor to 40 feet. The Board has been forced to dredge the area from the channel to the berth to 45 feet to provide access to its existing container berths. A 50-foot ship channel will provide Port access for deeper draft container vessels; however, unless the Port's harbor and berth approaches are dredged to match the channel depth, these vessels will not be able to call at the Board's Napoleon Avenue Container Terminal.

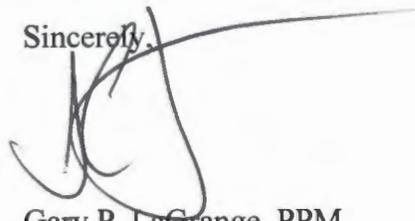


U.S. Army Corps of Engineers
September 14, 2015

Draft limitations serve to constrain the number of containers that be accommodated on container vessels calling at the Port and, in turn, adversely impact container unit transport costs. Currently, container vessels calling at the Napoleon Avenue Container Terminal are light loaded because of existing depth limitations. These vessels could be loaded with additional containers, if the approach between the channel and the wharf is dredged to the same depth as the channel. Notably, for every additional foot of draft provided, a container vessel will be able to accommodate 120 more containers. Deepening of the ship channel, harbor and berth approach will enhance the competitiveness of the Port's container terminals and, ultimately, enable the Port to attract additional container services. The resultant cost-savings and service enhancements will enable the more efficient movement of containerized cargo to and from the global marketplace which translates into increased commerce and employment here at home.

Clearly, the Port and port-related industry will significantly benefit from the availability of deeper depths in the Port of New Orleans' harbor and approaches to its container berths. Improved container terminal efficiency, reduced operating costs and the potential for added service enhancements will translate into increased global trade and economic activity. The Board strongly encourages the Corps to implement dredging of the New Orleans harbor and berth approaches to coincide with current depth of the Mississippi River channel and any future deepening. The Board is fully prepared to provide a letter of intent to move forward on a study to evaluate the requested modifications and to fund the local cost share for both the study and anticipated construction.

Sincerely,



Gary P. LaGrange, PPM



Other Non-Federal Sponsors Letter(s) of Support

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DOTD letter of support.pdf



Office of the Secretary
PO Box 94245 | Baton Rouge, LA 70804-9245
ph: 225-379-1232 | fx: 225-379-1863

Bobby Jindal, Governor
Sherri H. LeBas, P.E., Secretary

September 16, 2015

Mr. Gary LaGrange
Chief Executive Officer
Port of New Orleans
Post Office Box 60046
New Orleans, LA 70160

RE: Mississippi River Ship Channel Gulf to Baton Rouge, Louisiana, New Orleans Harbor and Berth Approach Deepening

Mr. LaGrange:

It is my understanding that the Port of New Orleans is submitting a request to the Corps of Engineers under Section 7001 of WRRDA 2014 to modify the Mississippi River Ship Channel Gulf to Baton Rouge, Louisiana Project to include the deepening of the New Orleans Harbor and Berth Approach. The Department of Transportation and Development is the non-federal sponsor of record for this project; however, in your application, you indicate that the Board of Commissioners of the Port of New Orleans would be the sponsor for the added Harbor aspect of the modified Project, and be responsible for any cost share associated with the study and construction for that portion of the modified project.

We are concerned that this request may cause the current deepening study of the Mississippi River Ship Channel to be delayed, in that the Corps of Engineers would have to go back to Congress for approval to modify the study and project. As long as your request is considered separate and apart from the current study and is cost-shared by the Port, DOTD has no objection to your request.

Therefore, the Department of Transportation and Development supports your effort to modify the Mississippi River Ship Channel Gulf to Baton Rouge, Louisiana Project to include the deepening of the New Orleans Harbor and Berth Approach, as long as it does not delay the study nor project for deepening the main channel.

Sincerely,

Sherri H. LeBas, P.E.
Secretary

SHL/SJB/sjb

Additional Proposal Information

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CNRR letter of support.pdf



www.cn.ca

Southern Region

John Orr
Senior Vice President, Southern Region

17641 South Ashland Avenue
Homewood, Illinois 60430
T 708.332.3800
F 708.332.3512
John.Orr@cn.ca

September 17, 2015

Lieutenant General Thomas B. Bostick
United States Army Corps of Engineers
441 G Street NW
Washington, DC 20314

SUBJECT: LETTER OF SUPPORT OF PROJECT TO DEEPEN NEW ORLEANS HARBOR AND BERTH APPROACHES

Dear Lieutenant Bostick;

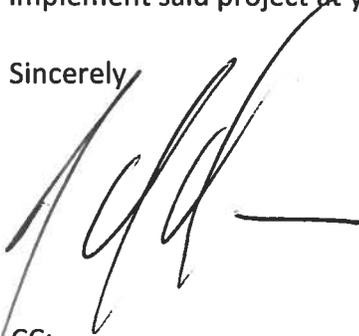
CN, with our team of over 24,000 railroaders in our workforce, transports nearly US\$200 billion worth of goods annually for a wide range of business sectors, ranging from raw materials to manufactured products to consumer goods, across a 19,500 route-mile rail network spanning Canada and mid-America. CN – Canadian National Railway Company, along with its operating railway subsidiaries, is a true backbone of the economy, serving the cities and ports of Vancouver, Prince Rupert, B.C., Montreal, Halifax, New Orleans, and Mobile, Ala., and the metropolitan areas of Toronto, Edmonton, Winnipeg, Calgary, Chicago, Memphis, Detroit, Duluth, Minn., Superior, Wis., and Jackson, Miss., with connections to all points in North America.

CN is committed to developing highly efficient Gulf of Mexico gateways for international trade. The expanded Panama Canal is expected to offer greater freight traffic opportunities to the Port of New Orleans. Recently, CN signed a memorandum of understanding (MOU) with the Port of New Orleans that will see the parties develop greater supply chain efficiencies aimed at drawing more container traffic over the port to North American markets.

We are very interested in what is being done to enhance the infrastructure of the Port. The existing shallowness of the water depth is a current challenge. In order for the Port to play a significant part in the post-Panama Canal expansion, which will result in a need for more deepwater port facilities that can accept the vessels and the shipping containers they carry, we support projects that will increase the draft depth of the Port of New Orleans' harbor.

CN is well-positioned to accept shipping containers that arrive by sea and place them on rail cars in the immediate New Orleans area for further movement into market areas within North America. We wholeheartedly support the Corps and their project to increase the harbor depth of the Port of New Orleans and encourage you to give this your strongest consideration to implement said project at your earliest possible time.

Sincerely



CC:

Colonel Richard L. Hansen
United States Army Corps of Engineers
P.O. Box 60267
New Orleans, LA 70160

Mayor Mitchell Landrieu
City of New Orleans
1300 Perdido Street – 2nd Floor
New Orleans, LA 70112

U.S. Senators:

The Honorable David Vitter
2800 Veterans Memorial Boulevard – Ste 201
Metairie, LA 70002

The Honorable William Cassidy
3421 North Causeway Boulevard – Ste 204
Metairie, LA 70002

Congressman:

The Honorable Cedric Richmond
2021 Lakeshore Drive, Ste 309
New Orleans, LA 70122

State Elected Officials:

Senator Edwin Murray
1540 North Broad
New Orleans, LA 70119

Representative Helena Moreno
643 Magazine Street – Ste 302
New Orleans, LA 70130

Additional Proposal Information

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Cornerstone letter of support.pdf



Building value, together.

September 15, 2015

TO: U.S. Army Corps of Engineers

RE: Mississippi River Ship Channel

Gulf to Baton Rouge, Louisiana

New Orleans Harbor and Berth Approach Deepening

The Port of New Orleans is requesting a modification to the federally authorized project (Mississippi River Ship Channel-Gulf to Baton Rouge, Louisiana) for the Corps to deepen the approaches and harbor to provide access to the Port's container terminals at the same depth as the River channel. The channel will potentially be deepened to 50 feet in the near future. As a Port user, **Cornerstone Chemical Company** is very concerned about the cost and efficiency of the movement of our goods to and from the global marketplace. Currently, container vessels calling at the Port are light loaded because of existing depth limitations. These vessels could be loaded with additional containers, if the approach between the channel and the wharf is dredged to the same depth as the channel. Notably, for every additional foot of draft provided, a container vessel will be able to accommodate 120 more containers. The resultant reduction in container unit transportation costs afforded by the channel, harbor and berth approach deepening will enhance our ability to compete and, ultimately, enable the Port to attract additional container services that will expand our global reach.

Cornerstone Chemical Company would benefit from the availability of the deeper depths in the approaches to the Port of New Orleans container berths, and wholeheartedly supports the Port's request. We strongly encourage the Corps to implement dredging of the New Orleans harbor and container berth approaches to coincide with the current Mississippi River channel depth and any deepening that may occur.

Sincerely,

A handwritten signature in black ink, appearing to read "Syd Ali", is written over a light blue horizontal line.

Syd Ali

Sr. Manager

(504) 431-6454

10800 River Rd
Waggaman
LA 70094

Additional Proposal Information

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Hapag Lloyd letter of support.pdf

Hapag-Lloyd (America) Inc. · Houston, TX 77067

September 21, 2015

TO: U.S. Army Corps of Engineers

RE: Mississippi River Ship Channel
Gulf to Baton Rouge, Louisiana
New Orleans Harbor and Berth Approach Deepening

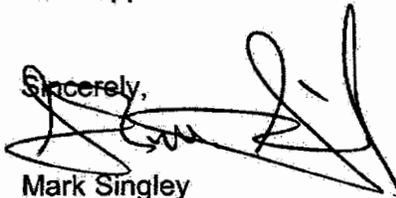
Hapag-Lloyd (America) Inc.
Area Gulf Pacific
11410 Greens Crossing Blvd.,
Suite 400
Houston, TX 77067
Phone +1 (866) 8811374
Fax +1 (281) 885 7033
www.hapag-lloyd.com

Hapag-Lloyd (America)LLC provides container line service at the Port of New Orleans' container terminals and has had a presence in the Port for a number of years. We have had the opportunity to grow our business as the Port has grown. It is our understanding that a study is underway to potentially deepen the Mississippi River channel and that the Port is requesting that the approaches and harbor at the Port's container berths be dredged to the same depth as the River channel. Hapag-Lloyd supports this request and is looking forward to this becoming a reality.

Currently, our vessels calling at the Port are light loaded because of existing depth limitations. These vessels could be loaded with additional containers, if the approach between the channel and the wharf is dredged to the same depth as the channel. The channel will potentially be deepened to 50 feet in the near future. We also have numerous vessels within our fleet with the capability of being loaded to a 50-foot draft. We will be unable take advantage of a deepened channel and the benefits and cost-savings it will afford if the area between the channel and the berths is dredged to the same depth.

Hapag-Lloyd wholeheartedly supports the Port's request. We strongly encourage the Corps to implement dredging of the New Orleans harbor and berth approaches.

Sincerely,



Mark Singley
Hapag-Lloyd (America) LLC.
Port Manager - USMSY

Additional Proposal Information

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Honeywell letter of support.pdf

Honeywell
P.O. Box 1057
Morristown, NJ 07962-1057

September 14, 2015

TO: U.S. Army Corps of Engineers

RE: Mississippi River Ship Channel
Gulf to Baton Rouge, Louisiana
New Orleans Harbor and Berth Approach Deepening

The Port of New Orleans is requesting a modification to the federally authorized project (Mississippi River Ship Channel-Gulf to Baton Rouge, Louisiana) for the Corps to deepen the approaches and harbor to provide access to the Port's container terminals at the same depth as the River channel. The channel will potentially be deepened to 50 feet in the near future. As a Port user, Honeywell International is very concerned about the cost and efficiency of the movement of our goods to and from the global marketplace. Currently, container vessels calling at the Port are light loaded because of existing depth limitations. These vessels could be loaded with additional containers, if the approach between the channel and the wharf is dredged to the same depth as the channel. Notably, for every additional foot of draft provided, a container vessel will be able to accommodate 120 more containers. The resultant reduction in container unit transportation costs afforded by the channel, harbor and berth approach deepening will enhance our ability to compete and, ultimately, enable the Port to attract additional container services that will expand our global reach.

Honeywell International would absolutely benefit from the availability of the deeper depths in the approaches to the Port of New Orleans container berths, and wholeheartedly supports the Port's request. We strongly encourage the Corps to implement dredging of the New Orleans harbor and container berth approaches to coincide with the current Mississippi River channel depth and any deepening that may occur.

Sincerely,
Honeywell International



Nathan Hatheway
Manager Global Equipment
973-455-2437

Additional Proposal Information

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ILA 3000 letter of support.pdf



REG. U. S. PATENT OFFICE

General Longshore Workers
International Longshoremen's Association
Local No. 3000

P. O. Box 52766 • New Orleans, Louisiana 70152 • Office: 504-897-6203

Affiliated with AFL-CIO — Affiliated with Trades and Labor Congress of Canada

September 18, 2015

TO: U.S. Army Corps of Engineers

RE: Mississippi River Ship Channel
Gulf to Baton Rouge, Louisiana
New Orleans Harbor and Berth Approach Deepening

The Port of New Orleans is requesting a modification to the federally authorized project (Mississippi River Ship Channel-Gulf to Baton Rouge, Louisiana) for the Corps to deepen the approaches and harbor to provide access to the Port's container terminals at the same depth as the River channel. The channel will potentially be deepened to 50 feet in the near future. The International Longshoremen's Association Local 3000 (ILA) provides the labor for the Port's container terminal operations. The cost-savings and improvements to overall terminal efficiency associated with the Port's proposed project modification will provide significant opportunities for growth and increased employment. Currently, container vessels calling at the Port are light loaded because of existing depth limitations. These vessels could be loaded with additional containers, if the approach between the channel and the wharf is dredged to the same depth as the channel. Notably, for every additional foot of draft provided, a container vessel will be able to accommodate 120 more containers. Deepening of the ship channel, harbor and berth approach will enhance the competitiveness Port's container terminals and, ultimately, enable the Port to attract additional container services which, in turn, will greatly benefit Port users, the maritime industry and the ILA.

The ILA would definitely benefit from the availability of deeper depths in the Port of New Orleans' harbor and approaches to its container berths, and wholeheartedly supports the Port's request. We strongly encourage the Corps to implement dredging of the New Orleans harbor and berth approaches to coincide with the current Mississippi River channel depth and any deepening that may occur.

Sincerely,

David Magee Sr.
President ILA Local 3000

Additional Proposal Information

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Kearney letter of support.pdf



THE KEARNEY COMPANIES, INC.
4000 France Rd. Parkway
New Orleans, LA 70126

Customs House Brokerage
Foreign Freight Forwarding (FMC #4312)
Warehousing & Deconsolidation

Phone: (504) 831-0266
Fax: (504) 831-7669
www.kearneycompanies.com

September 14, 2015

TO: U.S. Army Corps of Engineers

RE: Mississippi River Ship Channel
Gulf to Baton Rouge, Louisiana
New Orleans Harbor and Berth Approach Deepening

The Port of New Orleans is requesting a modification to the federally authorized project (Mississippi River Ship Channel-Gulf to Baton Rouge, Louisiana) for the Corps to deepen the approaches and harbor to provide access to the Port's container terminals at the same depth as the River channel. The channel will potentially be deepened to 50 feet in the near future.

The Kearney Companies, Inc. (KCO) established Third Party Logistics (3PL) services in the Port of New Orleans in 1996. Our company's 3PL services are supported by four generations of warehousing and 3PL experience. Today, KCO operates over 750,000 square feet of rail-served warehouse capacity and over 45 acres of yard capacity in the New Orleans area, making it one of the largest 3PL's in the Gulf South. As such, we work closely with regional ports, especially, the Port of New Orleans. The provision of efficient and cost effective movement of cargo through the Port is vitally important to assure the competitiveness of the Port and the customers that use the through companies like KCO.

Currently, container vessels calling at the Port are light loaded because of existing depth limitations. These vessels could be loaded with additional containers, if the approach between the channel and the wharf is dredged to the same depth as the channel. Notably, for every additional foot of draft provided, a container vessel will be able to accommodate 120 more containers. Deepening of the ship channel, harbor and berth approach will enhance the competitiveness of the Port's container terminals.

The Kearney Companies, Inc and the customers that we support, will clearly benefit from the availability of deeper depths in the Port of New Orleans' harbor and approaches to its container berths, and wholeheartedly supports the Port's request. We strongly encourage the Corps to implement dredging of the New Orleans harbor and berth approaches to the current depth of the Mississippi River channel.

Sincerely,

David W Kearney
President

Additional Proposal Information

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LMTA Letter of Support.pdf



The Voice of the Trucking Industry Since 1939.

Louisiana Motor Transport Association, Inc.
4838 Bennington Avenue * PO Box 80278 * Baton Rouge, LA 70898
PH: 225.928.5682 * FAX: 225.928.0500
Web: www.louisianatrucking.com * Email: lmta@louisianatrucking.com

Chairman of the Board
Greg Morrison
Quality Transport, Inc.
Bossier City, LA

President
Terry Warren
Aeropres Corporation
Sibley, LA

1st Vice President
John Austin
Bengal Transportation Services, LLC
Geismar, LA

2nd Vice President
Andrew Guinn, Sr.
PAI Material Handling, LLC
Jennings, LA

Vice President at Large
Judy Smart
RoadRunner Towing & Recovery, Inc.
Baton Rouge, LA

Secretary
Steve Sievert
Southern Tire Mart
Harahan, LA

Treasurer
Sam Lampo
Quality Transport, Inc.
Baton Rouge, LA

ATA Vice President
Kary Bryce
Preferred Materials, Inc.
Sibley, LA

Cathy F. Gautreaux
Executive Director

September 15, 2015

TO: U.S. Army Corps of Engineers
RE: Mississippi River Ship Channel
Gulf to Baton Rouge, Louisiana
New Orleans Harbor and Berth Approach Deepening

The Port of New Orleans is requesting a modification to the federally authorized project (Mississippi River Ship Channel-Gulf to Baton Rouge, Louisiana) for the Corps to deepen the approaches and harbor to provide access to the Port's container terminals at the same depth as the River channel. The channel will potentially be deepened to 50 feet in the near future.

The Louisiana Motor Transport Association (LMTA), founded in 1939, represents approximately 400 truck and related industry companies throughout Louisiana and the nation. Our membership includes every type of motor carrier operation in Louisiana – regulated and exempt, intrastate and interstate, for-hire and private. The trucking industry plays a vital role in the Port's container business by assuring the efficient transport of containerized cargo between the Port's terminals and their users. Increasing container volumes will afford significant business opportunities for expanding Port-related trucking activity.

Currently, container vessels calling at the Port are light loaded because of existing depth limitations. These vessels could be loaded with additional containers, if the approach between the channel and the wharf is dredged to the same depth as the channel. Notably, for every additional foot of draft provided, a container vessel will be able to accommodate 120 more containers. Deepening of the ship channel, harbor and berth approach will enhance the competitiveness of the Port's container terminals and, ultimately, enable the Port to attract additional container services which, in turn, will stimulate increased demand for trucking.

The LMTA recognizes the benefits that will accrue to both Louisiana's trucking industry and the Port as a result of the availability of deeper depths in the Port of New Orleans' harbor and approaches to its container berths, and wholeheartedly supports the Port's request. We strongly encourage the Corps to implement dredging of the New Orleans harbor and berth approaches to coincide with the current depth of the Mississippi River channel and any deepening that may occur.

Sincerely,

Cathy F. Gautreaux
Executive Director

CFG:dpw

Additional Proposal Information

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MSC letter of support.pdf



MEDITERRANEAN SHIPPING COMPANY (USA)
INC.

700 Watermark Blvd, Mt. Pleasant, SC 29464

Phone (843) 971-4100 Fax (843) 971-1155

09/15/2015

TO: U.S. Army Corps of Engineers

RE: Mississippi River Ship Channel
Gulf to Baton Rouge, Louisiana
New Orleans Harbor and Berth Approach Deepening

The Port of New Orleans is requesting a modification to the federally authorized project (Mississippi River Ship Channel-Gulf to Baton Rouge, Louisiana) for the Corps to deepen the approaches and harbor to provide access to the Port's container terminals at the same depth as the River channel. The channel will potentially be deepened to 50 feet in the near future. Mediterranean Shipping Company provides container line service at the Port's container terminals. Currently, our vessels calling at the Port are light loaded because of existing depth limitations. These vessels could be loaded with additional containers, if the approach between the channel and the wharf is dredged to the same depth as the channel. Notably, for every additional foot of draft provided, a container vessel will be able to accommodate 120 more containers. We also have numerous other vessels within our fleet with the capability of being loaded to a 50-foot draft. Without this proposed project modification, we will be unable to take advantage of a deepened channel and the benefits and cost-savings it will afford.

Mediterranean Shipping Company would absolutely take advantage of deeper depths in the approaches to the Port of New Orleans container berths, and wholeheartedly supports the Port's request. We strongly encourage the Corps to implement dredging of the New Orleans harbor and container berth approaches to coincide with the current depth of the Mississippi River channel and any deepening that may occur.

Sincerely,

Christopher J. Parvin
Executive Vice President, Marine Operations

Additional Proposal Information

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NOPB letter of support.pdf

NEW ORLEANS PUBLIC BELT RAILROAD

CITY OF NEW ORLEANS

EXECUTIVE OFFICERS

DOUGLAS D. CAMPBELL
EXECUTIVE VICE PRESIDENT &
CHIEF OPERATING OFFICER

DENNIS J. LAFONT
VICE PRESIDENT OF FINANCE

MICHAEL G. MCMILLAN
VICE PRESIDENT OF MECHANICAL

JEFFREY D. DAVIS
GENERAL MANAGER &
CHIEF EXECUTIVE OFFICER



EXECUTIVE OFFICERS

ERICA N. BECK
SENIOR VICE PRESIDENT &
GENERAL COUNSEL

SHAWN D. BLANCHARD
VICE PRESIDENT OF TRANSPORTATION

CARL T. KOCUR
VICE PRESIDENT OF ENGINEERING

September 14, 2015

TO: U.S. Army Corps of Engineers

RE: Mississippi River Ship Channel
Gulf to Baton Rouge, Louisiana
New Orleans Harbor and Berth Approach Deepening

The Port of New Orleans is requesting a modification to the federally authorized project (Mississippi River Ship Channel-Gulf to Baton Rouge, Louisiana) for the Corps to deepen the approaches and harbor to provide access to the Port's container terminals at the same depth as the River channel. The channel will potentially be deepened to 50 feet in the near future. Intermodal cargo is an important component of the New Orleans Public Belt Railroad's business with the Port. Increasing container volumes at the Port will afford opportunities for cost-savings, improved efficiency and service enhancements throughout the supply chain. Currently, container vessels calling at the Port are light loaded because of existing depth limitations. These vessels could be loaded with additional containers, if the approach between the channel and the wharf is dredged to the same depth as the channel. Notably, for every additional foot of draft provided, a container vessel will be able to accommodate 120 more containers. Deepening of the ship channel, harbor and berth approach will enhance the competitiveness of the Port's container terminals and, ultimately, enable the Port to attract additional container services which, in turn, will stimulate increased intermodal rail activity and commerce.

The New Orleans Public Belt Railroad will undoubtedly benefit from the availability of deeper depths in the Port of New Orleans' harbor and approaches to its container berths, and wholeheartedly supports the Port's request. We strongly encourage the Corps to implement dredging of the New Orleans harbor and berth approaches to coincide with the current Mississippi River channel depth and any deepening that may occur.

Regards,


Jeffrey D. Davis
General Manager & CEO

Additional Proposal Information

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NOT letter of support.pdf

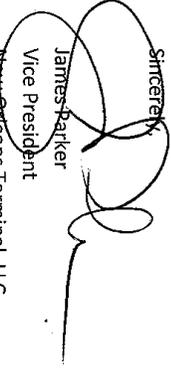


September 15, 2015

TO: U.S. Army Corps of Engineers
RE: Mississippi River Ship Channel
Gulf to Baton Rouge, Louisiana
New Orleans Harbor and Berth Approach Deepening

The Port of New Orleans is requesting a modification to the federally authorized project (Mississippi River Ship Channel-Gulf to Baton Rouge, Louisiana) for the Corps to deepen the approaches and harbor to provide access to the Port's container terminals at the same depth as the River channel. The channel will potentially be deepened to 50 feet in the near future. As a container terminal operator at the Port of New Orleans, New Orleans Terminal LLC is very concerned about the cost and efficiency of the container operations at our terminal. Currently, container vessels calling at the Port are light loaded because of existing depth limitations. These vessels could be loaded with additional containers, if the approach between the channel and the wharf is dredged to the same depth as the channel. Notably, for every additional foot of draft provided, a container vessel will be able to accommodate 120 more containers. Deepening of the ship channel, harbor and berth approach will enhance the overall efficiency and competitiveness of the Port's container terminals and, ultimately, enable the Port to attract additional container services to the benefit of Port users and the maritime industry.

New Orleans Terminal LLC would clearly benefit from the availability of deeper depths in the Port of New Orleans' harbor and approaches to its container berths, and wholeheartedly supports the Port's request. We strongly encourage the Corps to implement dredging of the New Orleans harbor and berth approaches to coincide with the current Mississippi River channel depth and any deepening that may occur.

Sincerely,

James Parker
Vice President
New Orleans Terminal, LLC

Additional Proposal Information

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Ports America letter of support.pdf



September 21, 2015

TO: U.S. Army Corps of Engineers

RE: Mississippi River Ship Channel
Gulf to Baton Rouge, Louisiana
New Orleans Harbor and Berth Approach Deepening

The Port of New Orleans is requesting a modification to the federally authorized project (Mississippi River Ship Channel-Gulf to Baton Rouge, Louisiana) for the Corps to deepen the approaches and harbor to provide access to the Port's container terminals at the same depth as the River channel. The channel will potentially be deepened to 50 feet in the near future. As a container terminal operator at the Port of New Orleans, Ports America is very concerned about the cost and efficiency of the container operations at our terminal. Currently, container vessels calling at the Port are light loaded because of existing depth limitations. These vessels could be loaded with additional containers, if the approach between the channel and the wharf is dredged to the same depth as the channel. Notably, for every additional foot of draft provided, a container vessel will be able to accommodate 120 more containers. Deepening of the ship channel, harbor and berth approach will enhance the overall efficiency and competitiveness of the Port's container terminals and, ultimately, enable the Port to attract additional container services to the benefit of Port users and the maritime industry.

Ports America would clearly benefit from the availability of deeper depths in the Port of New Orleans' harbor and approaches to its container berths, and wholeheartedly supports the Port's request. We strongly encourage the Corps to implement dredging of the New Orleans harbor and berth approaches to coincide with the current Mississippi River channel depth and any deepening that may occur.

Sincerely,

Matt Gabbett

General Manager

Ports America Stevedoring

New Orleans, LA

Additional Proposal Information

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Shintech letter of support.pdf



Shintech, Inc., #3 Greenway Plaza, Suite 1150, Houston, Texas, 77046, (713) 965-0713

September 15, 2015

TO: U.S. Army Corps of Engineers

RE: Mississippi River Ship Channel
Gulf to Baton Rouge, Louisiana
New Orleans Harbor and Berth Approach Deepening

The Port of New Orleans is requesting a modification to the federally authorized project (Mississippi River Ship Channel-Gulf to Baton Rouge, Louisiana) for the Corps to deepen the approaches and harbor to provide access to the Port's container terminals at the same depth as the River channel. The channel will potentially be deepened to 50 feet in the near future. As a Port user, Shintech Inc. is very concerned about the cost and efficiency of the movement of our goods to and from the global marketplace. Currently, container vessels calling at the Port are light loaded because of existing depth limitations. These vessels could be loaded with additional containers, if the approach between the channel and the wharf is dredged to the same depth as the channel. Notably, for every additional foot of draft provided, a container vessel will be able to accommodate 120 more containers. The resultant reduction in container unit transportation costs afforded by the channel, harbor and berth approach deepening will enhance our ability to compete and, ultimately, enable the Port to attract additional container services that will expand our global reach.

Shintech Inc. would absolutely benefit from the availability of the deeper depths in the approaches to the Port of New Orleans container berths, and wholeheartedly supports the Port's request. We strongly encourage the Corps to implement dredging of the New Orleans harbor and container berth approaches to coincide with the current Mississippi River channel depth and any deepening that may occur.

Sincerely,

Toshiaki Ansai
Vice President – Planning & Marketing
Shintech Incorporated

Additional Proposal Information

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TCI letter of support.pdf



September 15, 2015

TCI Trucking and Warehouse
Complete Transportation
Management Service

TO: U.S. Army Corps of Engineers

RE: Mississippi River Ship Channel
Gulf to Baton Rouge, Louisiana
New Orleans Harbor and Berth Approach Deepening

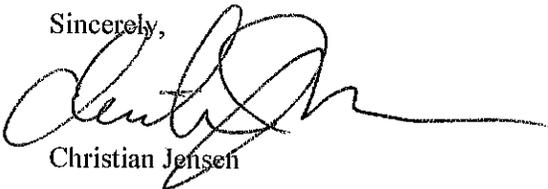
The Port of New Orleans is requesting a modification to the federally authorized project (Mississippi River Ship Channel-Gulf to Baton Rouge, Louisiana) for the Corps to deepen the approaches and harbor to provide access to the Port's container terminals at the same depth as the River channel. The channel will potentially be deepened to 50 feet in the near future.

Transportation Consultants, Inc. (TCI) is a full service logistics provider specializing in container yard services, intermodal transportation, and international logistics consulting. TCI handles the delivery and packaging of containerized petro-chemical exports through the Port. Due to distinct competitive advantages, the U.S and, particularly, Louisiana's petro-chemical industry is projected to continue to grow well into the future. Enhancing the Port's capability to accommodate an increased flow of containerized cargo will afford significant opportunities for the growth of U.S. petro-chemical exports.

Currently, container vessels calling at the Port are light loaded because of existing depth limitations. These vessels could be loaded with additional containers, if the approach between the channel and the wharf is dredged to the same depth as the channel. Notably, for every additional foot of draft provided, a container vessel will be able to accommodate 120 more containers. Deepening of the ship channel, harbor and berth approach will enhance the competitiveness of the Port's container terminals and, ultimately, enable the Port to attract additional container services. The resultant cost-savings and service enhancements will enable the more efficient movement of petro-chemical exports into the global marketplace which translates into increased commerce and employment here at home.

TCI will clearly benefit from the availability of deeper depths in the Port of New Orleans' harbor and approaches to its container berths, and wholeheartedly supports the Port's request. We strongly encourage the Corps to implement dredging of the New Orleans harbor and berth approaches to coincide with the current depth of the Mississippi River channel and any deepening that may occur.

Sincerely,

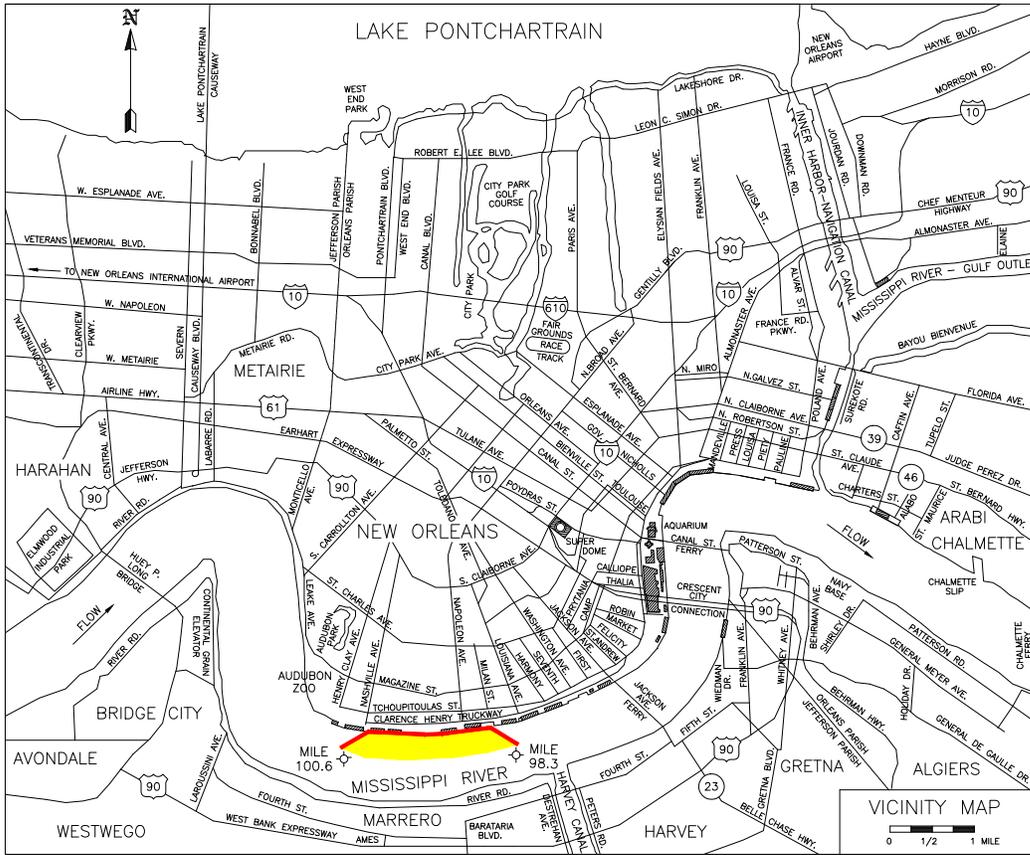


Christian Jensen

Additional Proposal Information

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WRRDA7001 Proposal Drawing - Port NOLA.pdf



LIMIT OF AREA TO BE DREDGED TO DEPTH OF CHANNEL FROM THE CHANNEL BORDER UP TO WITHIN 100' OF THE FACE OF THE WHARF STRUCTURE

PORT OF NEW ORLEANS - DREDGING FOR ACCESS TO CURRENT AND FUTURE CONTAINER BERTHS