

Proposed Louisiana International Terminal

Frequently Asked Questions | July 2021

These answers to Frequently Asked Questions regarding the proposed Louisiana International Terminal are provided as part of Port NOLA’s commitment to an open public process. This page will be updated as the project progresses and more information becomes available. Cathy Alfonso, Port NOLA’s Community Engagement Manager, can be reached at cathy.alfonso@portnola.com.

Background: Maritime commerce at the Port of New Orleans, a Louisiana state agency, generates thousands of jobs and millions of dollars for the state and the regional economy each year. To support our state-mandated economic mission, Port NOLA is exploring the development of an international container terminal in Violet in St. Bernard Parish that will meet growing demand while creating more local jobs and business opportunity.

Why are you considering a container terminal in St. Bernard?

The Port of New Orleans is Louisiana’s only international container port. In the past 10 years, container volumes have doubled, with double-digit increases in 2018 and 2019, and all evidence shows momentum will continue. To meet demand, create new opportunity for the Parish and region, and to ensure Louisiana remains competitive, we need an additional terminal.

What land has been purchased?

The property outlined in yellow in the map below totals approximately 1,100 acres that has or will be acquired by Port NOLA. The riverfront property transaction has been completed; we have a purchase and sale agreement (PSA) for the remaining acreage. At this time, Port NOLA anticipates using approximately 350 acres for the Louisiana International Terminal and related infrastructure – the design process will give greater certainty. The remaining property will support new cargo-related and other businesses, including offices, e-commerce fulfillment centers, warehouses, and a training center. Green buffer areas and other physical enhancements as determined by inclusive neighborhood input will also be part of the plan.





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Where are you in the process?

We have started a multi-year due diligence and permitting process to fully explore the potential for developing a modern container terminal. The assessment will include detailed and mandated reviews of all aspects of the project and potential impacts. Some of the assessment work has already begun, and nearby residents may see surveyors and others gathering information and conducting tests. This is all preliminary work, which will be incorporated into all planning and design. The Port will be issuing several requests for proposals for technical consultants to conduct the necessary studies to support the due diligence and permitting process in order to fully evaluate the necessary infrastructure, impacts and design appropriate mitigations. Community engagement is also an important, necessary, and valued part of the process.

How will the community be engaged?

Port NOLA's goal is to understand the community's needs and concerns to develop a successful project that is respectful of the people, culture and traditions of Violet and St. Bernard Parish, and one that brings new opportunity to its residents. We are committed to a public process to build knowledge and expand understanding.

The project is subject to a two- to four-year National Environmental Policy Act (NEPA) permitting process, which requires the Port to engage with the community, study potential environmental, technical, and quality of life concerns, then to work proactively to address them. Port NOLA will go beyond required engagement with an inclusive approach with an ongoing presence in the community, as well as two Community Advisory Councils that will allow residents to provide ideas and feedback. The Violet CAC has been established through a community selection process and the St Bernard committee is currently being formed.

What is the intended use for the entirety of the property (beyond the terminal)?

In addition to property along the riverfront, Port NOLA's acquisition of approximately 1,000 acres in Violet referred to as "backlands property," can support distribution centers, value-added activity, along with other cargo and logistics related businesses. Port NOLA anticipates using approximately 350 acres for the actual terminal and related infrastructure. The additional acreage allows for enough to buffer nearby residential neighborhoods from terminal activity and also accommodate community-related projects.

What role does the St. Bernard Port, Harbor and Terminal District (St. Bernard Port) play in the development of this project?

The St. Bernard Port and Port NOLA are working collaboratively on this endeavor. Both agencies have a shared mission of facilitating maritime commerce to grow the local economy. The St. Bernard Port continues to handle non-containerized cargo at their facilities, which requires different infrastructure from that needed to handle containers. St. Bernard Parish is located within Port NOLA's legal jurisdiction and has been fully engaged throughout the preliminary stages of this endeavor. St. Bernard Parish is represented on the Port of New Orleans Board of Commissioners, a seat that is currently held by Charles H. Ponstein.

Will St. Bernard Parish benefit from increased sales and property taxes with the development of a terminal?

As a state agency, Port NOLA is property tax exempt and does not collect any millage to support its operations. However, Port NOLA is a landlord port and tenants who operate on and around the terminal will pay local and state sales taxes along with local property taxes, which will directly benefit St. Bernard Parish. There will be significant investment by the private partner in business personal property such as buildings, facilities and equipment, which would generate upfront sales tax payments and ongoing property taxes for the parish. This is a



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project that will be built from the ground up with an estimated cost of more than \$1 billion, funded by significant taxable investment by public-private partnerships. Until this project is scoped, we are not able to provide a precise tax revenue number. Please refer to the current economic impact estimate conducted by Lewis Terrell and Associates, Louisiana State University [on our website](#).

Development of a container terminal will also stimulate the local economy indirectly through increased sales in St. Bernard restaurants, stores, shops, gas stations, etc., by port workers, construction workers, contractors, and more. Local home sales and construction will also see an increase as more people are attracted to living in St. Bernard by jobs in the cargo industry.

What types of jobs and how many would be created by a container terminal?

The development of a new terminal will create many types of industry-related jobs, both on the terminal and at related companies near the terminal. These are family-supporting jobs at all skill levels, both union and non-union such as: longshoremen, warehouse managers, terminal managers, logistics coordinators, crane operators, truck drivers, storage and distribution managers, security professionals, clerks and checkers, administrative and accounting, information technology, customs brokers and freight forwarders, line handlers and tugboat personnel, and more.

According to economic impact study projections, at its opening, the Louisiana International Terminal will generate an estimated 600 industry-related jobs in St. Bernard (jobs on and off the terminal including trucking, manufacturing, warehousing, etc.) and 2,500 jobs statewide.

Within five years of operation, those jobs are projected to increase to more than 2,000 jobs in St. Bernard and 7,900 jobs statewide.

What can be done to ensure St. Bernard residents benefit from the new jobs this project will create?

This terminal will create a wide range of union and non-union jobs at various skill levels. Appropriate training opportunities to ensure the local workforce and awareness of available jobs will be key to success. Port NOLA will partner with Louisiana Economic Development (LED) Fast Start, Nunez Community College, St. Bernard Parish School District, International Longshoreman Association, the St. Bernard Chamber and St. Bernard Economic Development Foundation (SBEDF), among others, on strategies to drive local workforce development programs and encourage local job hiring. Some of these conversations have already started.

Additional construction jobs will be created during a build out of a terminal and surrounding infrastructure. Port NOLA will work with the LED FastStart workforce development program to ensure local residents get access to job opportunities and training in relation to the Violet container terminal.

Port NOLA will continue to connect job seekers with industry employers and local high schools, community colleges, and universities to learn about employment opportunities in trade and transportation. Watch for Port NOLA's Maritime Career Information sessions where representatives from local industry and higher education share pathways to careers in maritime. To see our last session, go to: portnola.com/community/economic-development/workforce-development.

How will a container terminal impact vehicular and rail traffic?

Vehicular traffic study findings will inform the terminal's design and is an important element of the permitting



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process. Mitigation of potential impacts will require coordinated efforts of many agencies who are already aware of the project, including the Regional Planning Commission, the Louisiana Department of Transportation and

Development, U.S. Department of Transportation, St. Bernard Parish, St. Bernard Port, and Port NOLA. Vehicular traffic mitigation includes potential roadway realignments with the goal of adding capacity in the area, adding access to individual Violet community neighborhoods, and transformational infrastructure investments throughout the Parish to support growth.

Some have asked if a terminal in Violet will be as big as or have as many trucks as the Port of Los Angeles, which moves 10 million TEUs (twenty-foot equivalent units, a term for containers). When you see pictures of so-called “superports” – there is no comparison. We handle about 600,000 TEUs at the Napoleon Avenue Container Terminal now. With that amount of TEUs, Port NOLA averages at most about 800 trucks per day during a 9-hour gate operation. We anticipate opening Violet with approximately 300,000 TEUs, and it will take an estimated 25 years to eventually reach the terminal’s planned capacity of 2 million TEUs annually.

Infrastructure investments are critical to the success and viability of a new terminal in St. Bernard. Modern, efficient infrastructure is vital to the basic functionality of this project.

To accommodate traffic, we are working collaboratively with local, State and federal officials to provide the infrastructure needed at opening and for future development. Partners include the Louisiana Department of Transportation and Development, Regional Planning Commission, U.S. Department of Transportation and economic development agencies, in conjunction with St. Bernard Parish, St. Bernard Port, local and regional State delegations and the federal Congressional delegation.

The Clarence Henry Truckway – a dedicated truck route into and out of the multiple terminals located in Orleans Parish, along with Port of New Orleans Place, which serves cruise terminals and hospitality developments along the Mississippi River, were both built by the Port. We pledge similar and improved infrastructure for terminal development in St. Bernard.

Port NOLA recently approved contracts for engineering and planning firms tasked with terminal development and infrastructure investments. These firms, along with Port officials and partners, will meet with community and local officials in the coming months to design and plan for infrastructure projects needed. Agreed upon projects will be designed, funded and constructed on a parallel basis with terminal development.

Rail infrastructure is also an important element of the permitting process. Port NOLA is working closely with Norfolk Southern Railroad and our local, State and federal partners to plan for new infrastructure and potentially realigned track routes to ensure fluid operations and improved rail infrastructure into and out of St. Bernard.

In short, the success of infrastructure investment for this project is directly tied to the success of the terminal and the community.

What will happen with the W. Smith Elementary School, the ballpark and the cemetery?

The W. Smith Elementary School, the ballpark and cemetery are all either contained within or adjacent to the proposed terminal. Each has been identified as an important community asset that will or could be impacted by the terminal design.



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W. Smith Elementary School is located within the likely terminal area, and Port NOLA commits to working with the St. Bernard Parish School District for a relocation of W. Smith Elementary School within the Violet community

and a facility that meets or exceeds current school resources. Similarly, the ballpark will be relocated within the Violet community. The cemetery will remain at its current location. If the community is interested in expanding the cemetery, adjacent space is available and could potentially be used for that purpose.

A successful development would enhance the Violet community and ensure a successful maritime project. This would mean continuing to deliver the benefits of a conveniently located high-quality school within the Violet community, an attractive and accessible location for community recreation, and easy public access to the local cemetery. As we assess the project holistically, we will work to understand concerns and address community needs. Port NOLA envisions a project which both enhances the Violet community while promoting well-paying jobs connected to a world-class maritime project.

How do you plan to mitigate noise and other potential effects of terminal operations?

The acreage acquired for this property includes sufficient land to both accommodate a container terminal and incorporate buffers for nearby neighborhoods. Container operations are the safest, most technologically advanced, and most efficient cargo operations in the industry. The Port will benchmark the latest solutions to minimize sound and noise impact on neighbors. Additionally, the design process will incorporate landscaping and other buffers, to enhance aesthetics for nearby residents.

Port facilities operate next to vibrant, thriving residential neighborhoods in multiple locations across the country, including New Orleans, where homes, businesses and restaurants are located adjacent to the Napoleon Avenue Container Terminal.

Some have raised concerns about the possibility that a container facility would attract pests such as rats or even snakes. Container terminals move containers from one mode of transportation to another such as barge truck or train. There is no processing or repackaging of food onsite, therefore, no attraction of pests to the facility. Any food products being shipped are packaged in multiple layers of packaging and concealed inside the container. Additionally, Port NOLA invests in monthly pest control services at our container facility as with our other terminals and buildings and has never received complaints from our Uptown neighbors about pest control.

What does Port NOLA currently ship in containers?

A wide range of products, commodities, and agricultural items are moved around the world in containers. Port NOLA's primary containerized exports include plastic resins, paper products, and frozen poultry. Top container imports include coffee beans and manufactured items, such as furniture, electronics, textiles, medical equipment, and fresh fruit.

Some people have wondered whether containerized hazardous materials move through Port NOLA. PVC resins, our number one export, are not categorized as hazardous bulk material. These plastic resins, produced at Louisiana petrochemical plants, are packaged into bags, put into containers and exported all over the world to be manufactured into plastic products, such as cell phones, medical devices, Mardi Gras beads and other common plastic products.

The hazardous materials classification is fairly broad and includes a wide range of commodities that pose various



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levels of risk. Commonly used household items such as alcoholic beverages, paints, treated woods, are classified as hazardous, and Port NOLA does move those products, as well as a relatively small amount of hazardous materials used for industrial purposes.

It is important to note that hazardous materials are shipped in specially constructed containers for protection -- monitored and secured in ISO tanks. These do come across the docks, though they are processed and stored offsite in facilities throughout the area such as Arabi and the Inner Harbor. A container port simply moves the containers – Port NOLA does not unseal or manipulate the tanks. Of all possible maritime activities considered at Violet, a container facility is the safest and cleanest industrial operation.

Federal regulations govern handling of hazardous materials of all types, and multiple agencies play a role in ensuring safe transport and adherence to specific handling protocols.

How safe is a container terminal from threats or other emergencies?

Container terminals are as secure as airports and the most secure maritime facilities because of the good and supplies vital to keep the national economy moving. Port NOLA is required to develop and have approved by the Department of Homeland Security and Coast Guard every year a Maritime Security facility plan. This includes significant investment and maintenance of security cameras, detection monitors, cargo tracking from origin to destination, US Customs and Border Protection agents and security officers, as well as, our own FBI trained Harbor Police that are part of the Joint Terrorism Task Force. This project will enhance St Bernard Parish's ability to attract federal homeland security grants and funding to the Parish and project.

Regarding misperceptions that a foreign entity owns the Port: Port NOLA is a public agency of the state of Louisiana and is not owned by any company. Foreign investments in container ports (and any commercial entities) must be approved by the U.S. Department of the Treasury's Committee on Foreign Investment in the United States (CFIUS). The federal government has not approved Chinese or Russian investment in US ports. Investors in our current container facilities include Ports Americas (North American Corporation), Ceres Terminals (North American), TIL/ MSC Shipping (Italian Company headquartered in Geneva, Switzerland).

How will Port NOLA address environmental concerns?

One of Port NOLA's goals as an organization is to develop sustainably and we will bring this commitment to the Louisiana International Terminal project. Port NOLA is certified by Green Marine, a voluntary maritime industry initiative and certification that addresses key environment issues and focuses on continuous improvement. Our Environmental and Sustainability department staff work hand in hand with agencies and groups such as Louisiana Department of Environmental Quality, Regional Planning Commission, Living Lands and Waters, and others. The Port's Clean Truck Replacement Program, in partnership with the EPA and LDEQ, continues to help local truck drivers replace older, less efficient vehicles with newer, cleaner trucks benefiting the driver and the environment.

The required permitting process for the development of a terminal includes an assessment of environmental issues along with potentially needed mitigation measures. Port NOLA will work with the appropriate regulatory agencies and community interests to identify and address potential impacts and will look for opportunities to incorporate newer cleaner technology.

The maritime industry as a whole has been taking a leadership role with sustainable issues. The global container shipping lines, for example, are leading sustainability in the supply chain by exceeding current international



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requirements and implementing best practices such as vessel energy efficiency, developing eco- friendly technologies and initiating coalitions to reduce the shipping industry's carbon footprint.

How can I learn more about the project?

Visit the proposed Louisiana International Terminal webpage at www.yourworkingriver.com to learn more and sign up for project updates. You can also visit the LIT Community Connection office, located at 6201 E. St. Bernard Hwy., Suite A, Violet, LA 70092 to meet with Port representatives and get timely and accurate information about the project. Additionally, we invite you to schedule a public tour of the Napoleon Avenue Container Terminal.