



# Proposed Louisiana International Terminal Overview



**Last revised: 8/6/2021**





# LIT Project Approach

Last revised: 8/6/21

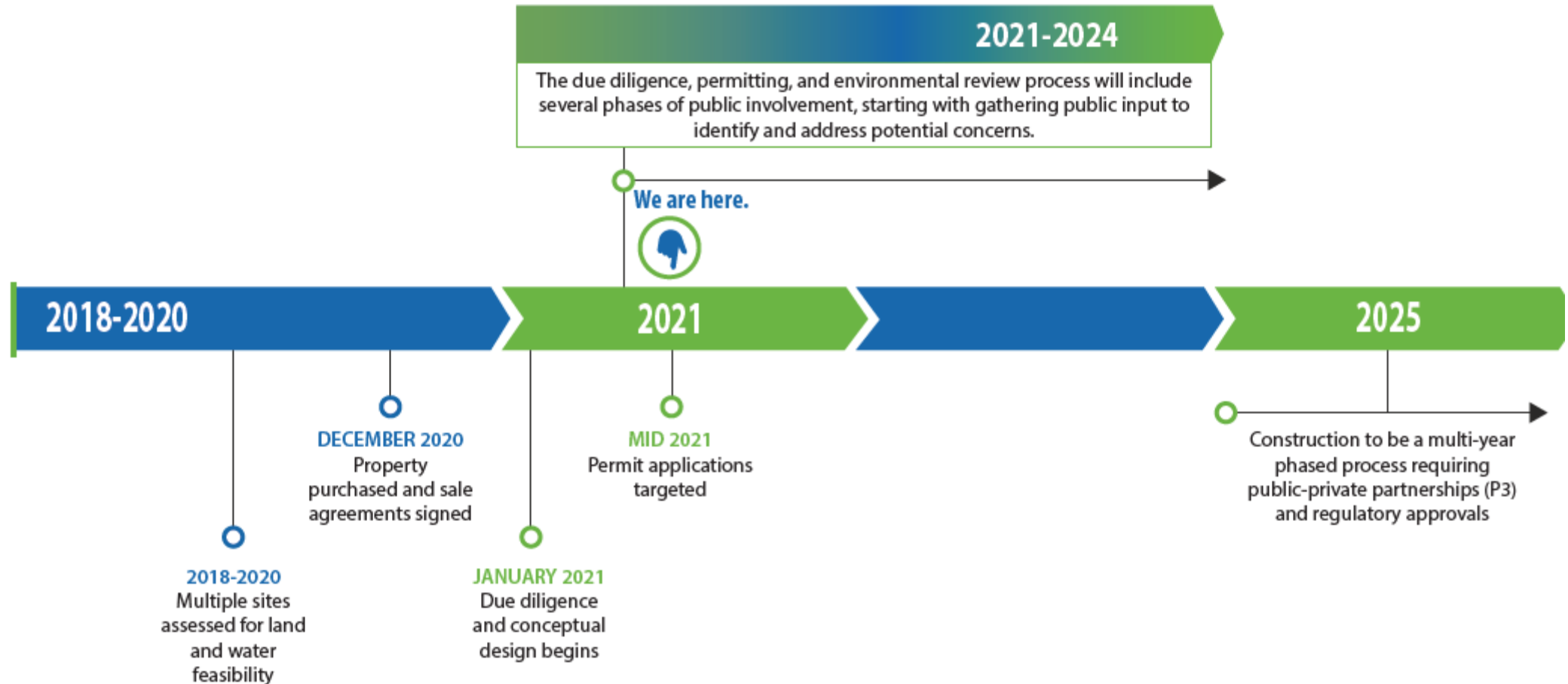
For this project to work, there are 3 assumptions that Port NOLA has gone into this planning process with:

- 1) Infrastructure – as needed, when needed
- 2) Stakeholder Engagement – early and consistent
- 3) Project Timeline – first berth not open ‘til mid-2027



# Proposed Development Timeline

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# Environmental Impact Statement (EIS) Process Summary

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- The EIS process is part of the National Environmental Protection Act (NEPA), and is a collaborative study used to identify the beneficial and adverse effects of a proposed project on the human and natural environment.
- The process systematically identifies all positive and negative effects through detailed studies.

# Environmental Impact Statement (EIS)

## Process Studies

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### **EIS studies include but are not limited to:**

#### **Impacts on the Human Environment:**

- Traffic impact
- Economic Impact
- Environmental Justice
- Neighborhood & Community Cohesion
- Land Use & Zoning
- Access to Community Facilities
- Impacts to Parks & Recreation
- Historical / Cultural Resources
- Visual / Aesthetics Impacts
- Air Quality
- Noise
- Hazardous or Toxic Waste
- Construction Period

#### **Impacts on the Natural Environment:**

- Vegetation & Wetlands
- Threatened & Endangered Species
- Wildlife
- Natural & Scenic Rivers
- Hydrology, Floodplains, & Flooding
- Water Quality
- Prime Farmland & Soils

# LIT Site Selection

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- **1100+ acres acquired:**
  - 350-acre terminal footprint
  - Land available for developing business parks & cargo related value-added activities and community benefit
  - Opportunity to incorporate green technologies
- **Big-ship ready**
  - Navigation study validates ability to handle larger ships
  - Accommodations for container on barge
- **2 million TEU annual throughput capacity**
  - Phased implementation: it will take an estimated 25 years to eventually reach the planned capacity of 2 million TEUs annually.



# Property Purchase Outline

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## DRAFT POTENTIAL LAND USE

Last Revised: July 2, 2021

The multi-year due diligence process is now underway for the Louisiana International Terminal.

This map depicts a draft of potential land use for the container terminal and surrounding property and is intended to foster discussion with local residents.

The color-coded legend below identifies the categories of land use such as green space (buffer), logistics-related business, potential transportation realignments, multi-use community and commercial use, and the container terminal footprint.

Like many other pieces of this project, this draft land use map will continuously be updated as we gather more information throughout our multi-year due diligence period.

### LEGEND

- COMMUNITY BENEFIT
- CONTAINER TERMINAL
- LOGISTICS RELATED BUSINESS
- POTENTIAL MULTI-USE COMMERCIAL/COMMUNITY
- ROAD & RAIL REALIGNMENT (LOCATION TO BE DETERMINED)

# Economic Impact

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- Economic impact begins with construction, grows when the terminal opens and continues to increase over time.
- Project spending has a ripple effect, creating jobs, revenues, and new business in St. Bernard and beyond.
- St. Bernard Parish and the state will benefit from additional sales and property taxes.



# Generational Impact

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Container terminal-related jobs are expected to amount to the second largest employer in St. Bernard Parish upon opening.

NEW INDUSTRY-RELATED JOBS			
At Opening		At 5 years	
<b>600+</b> in St Bernard	<b>2,500</b> Statewide	<b>2,000+</b> in St Benard	<b>7,900</b> Statewide

**Direct LIT  
Jobs**



**Indirect  
Related Jobs**





- St. Bernard Parish and the state will benefit from additional sales and property taxes.
- As a state agency, Port NOLA does not pay property tax—private companies related to the project will provide tax revenue to the parish and state.
- Port NOLA will provide more precise tax revenue information when we have a more precise scope and financial/operating partners.

**\$1+ BILLION**

Anticipated  
expenditures during  
construction.

# Tax Revenues

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**\$194 MILLION**

Expected St. Bernard  
tax revenue over 20  
years.

# Generational Impact

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NEW TAX REVENUE*	
At Opening	At 5 years
<b>\$1.3 million</b> in St Bernard  <b>\$5.5 million</b> Statewide	<b>\$4.9 million</b> in St Bernard  <b>\$20.2 million</b> Statewide



Increased tax revenues will help St. Bernard and the state to invest in...



Schools



Public Safety



Parks &  
Recreation



Roads/Bridges/  
Infrastructure



Environmental  
Projects

# Procurement Opportunities

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- In the last 5 years, Port NOLA has spent over **\$11 million** on purchases with DBE/SBE-owned businesses.
- Visit [portnola.com/business/procurement](https://portnola.com/business/procurement).
- Register and create an account to see complete project specifications and details.
- Download project specifications, read and review.
- Attend pre-bid conference.
- Ask questions.
- Submit a bid.



## Goal

- Interactive conversation throughout project beginning with Violet neighbors

## Outreach Overview

- Regularly updated website and fact sheets
- Targeted emails
- LIT Community Connection Office

# Community Engagement

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## NEPA Related Outreach

Community Advisory  
Councils (2)

Ongoing  
meetings

Issue specific  
meetings

Neighborhood  
Handouts

Neighborhood  
Meetings

# Off-Terminal Transportation

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- Goal: to enhance overall transportation fluidity.
- Multi-modal terminal will include river, rail and road options.
- Conversations underway with DOTD and RPC. Traffic studies will assess and provide guidance on infrastructure.
- Port NOLA has a history of accommodating infrastructure. Project will be phased with time to accommodate needed improvements.

# Terminal Operations

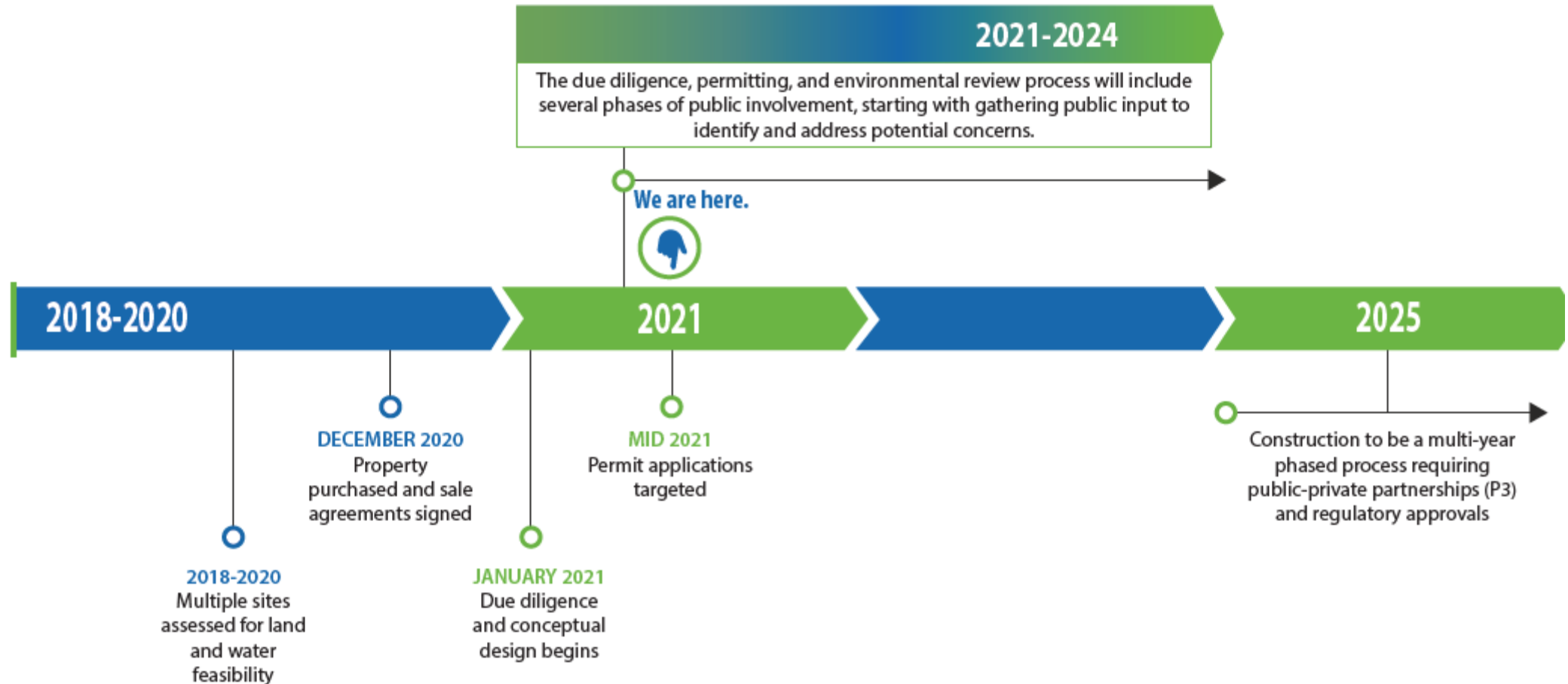
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- Port NOLA handles ~600,000 TEUs at the Napoleon Ave. Terminal. With that amount of TEUs, Port NOLA averages at most about 800 trucks per day during a 9-hour gate operation.
- We anticipate opening Violet with approximately 300,000 TEUs, and it will take an estimated 25 years to eventually reach the terminal's planned capacity of 2 million TEUs annually.
- Container terminals are secured facilities.
- Many agencies have regulatory authority: Coast Guard, Customs and Border Patrol, Federal Maritime Commission, Army Corps of Engineers, Department of Transportation, Department of Environmental Quality and more.




# Proposed Development Timeline

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This rendering depicts a conceptual design for Louisiana International Container Terminal St. Bernard and what it might look like in an estimated 25 years.

This conceptual drawing is not final and intended to foster discussion with local stakeholders on adjacent infrastructure solutions.

This is terminal only and does not include the adjacent infrastructure solutions that will be identified and built.

Additional accommodations for truck traffic would include gate appointments and any needed truck queuing on terminal. We will update this conceptual drawing as we get further along in the process.

For more info, visit  
[yourworkingriver.com](http://yourworkingriver.com) or email  
[LIInfo@portnola.com](mailto:LIInfo@portnola.com).

# Thank you!

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