

AAPA PORT SECURITY SEMINAR & EXHIBITION

July 16 – 18, 2008

HOUSTON, TX

REGIONAL SECURITY INITIATIVES

Mitch Smith

Operations Director

Port of South Louisiana



Table of Contents

- The Port of South Louisiana
 - Port of South Louisiana Infrastructure
 - Louisiana Deepwater Ports
 - Inland River System
 - Characteristics / Vulnerabilities
 - Mitigation Efforts
 - Lower Mississippi River Port-Wide Strategic Security Council (LMRPWSSC)
-

The Port of South Louisiana

- Represents the largest tonnage port in the Western Hemisphere
 - Fifth largest in the world
- Constitutes 54 Mississippi River miles
- Spans three Louisiana Parish jurisdictions
- Receives 4,000 vessels and 55,000 barges annually



Economic Considerations

- 118,206,753 tons in foreign trade
- 124,742,883 tons in domestic trade
- 242,949,636 tons annually
- 50% of U.S. agricultural exports

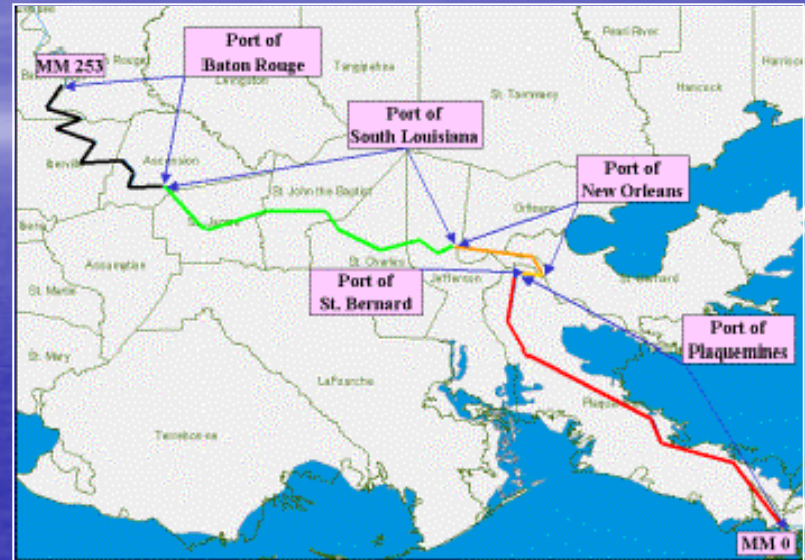
Port of South Louisiana Infrastructure

- 11 petrochemical plants
- 4 major oil refineries
- 34 deep-draft mooring sites
- 5 regulated anchorages
- 1 Nuclear Power Plant
- 3 Conventional Power Plants
- 3 railroads
- 7 grain elevators
- 72 pipelines
- 9 public water intakes
- 29 barge fleeting areas
- 8 midstream transfer points
- 3 major Mississippi River bridges
- 110 miles of levees



Louisiana Deepwater Ports

- Includes five contiguous deepwater ports on the Mississippi River
 - Plaquemines
 - St. Bernard
 - New Orleans
 - Port of South Louisiana
 - Baton Rouge
- Comprises the world's largest port complex
- Provides access to the heart of the inland river system



Economic Considerations

- 18% of U.S. trade
- 20% of U.S. refined petroleum
- 440,000,000 tons annually

Economic Impact of LA. Ports

- Direct Impact \$11.4 billion
- Secondary Impact \$21.5 billion
- Total Impact \$32.9 billion

- Earnings \$5.66 billion
- Employment 270,000 (1 of 8 jobs in LA.)

- State Tax Revenue \$315 million
- Local Tax Revenue \$152 million
- Total Tax Revenue \$467 million

- Source: Dr. Timothy Ryan, University of New Orleans, 2002



GATEWAY TO MID-AMERICA

Midwest

Greater Baton Rouge Port

Port of South Louisiana

Port of New Orleans

St. Bernard PHT District

Plaquemines PHT District

AMERICA'S SHIP CHANNEL

Gulf of Mexico

Courtesy of Lincoln Stroh, USCG

Confluence of Blue-Water and Brown-Water

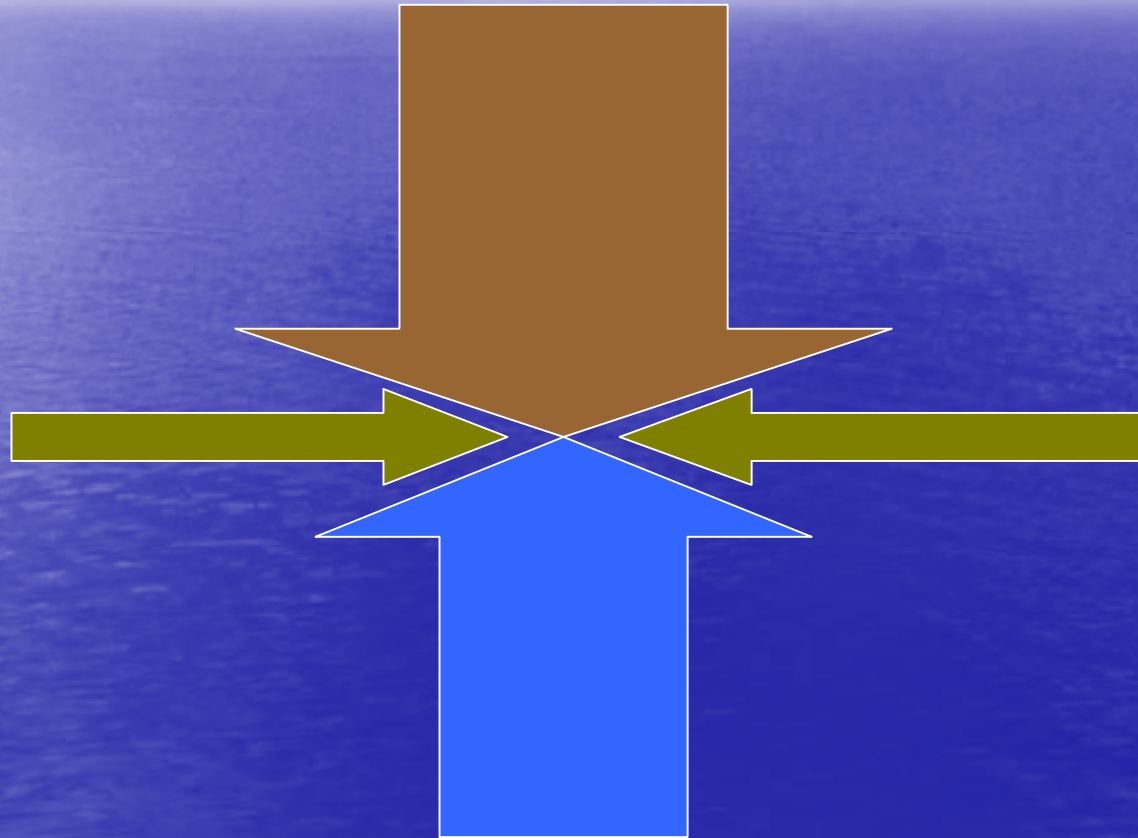
33 States

ICW West

ICW East

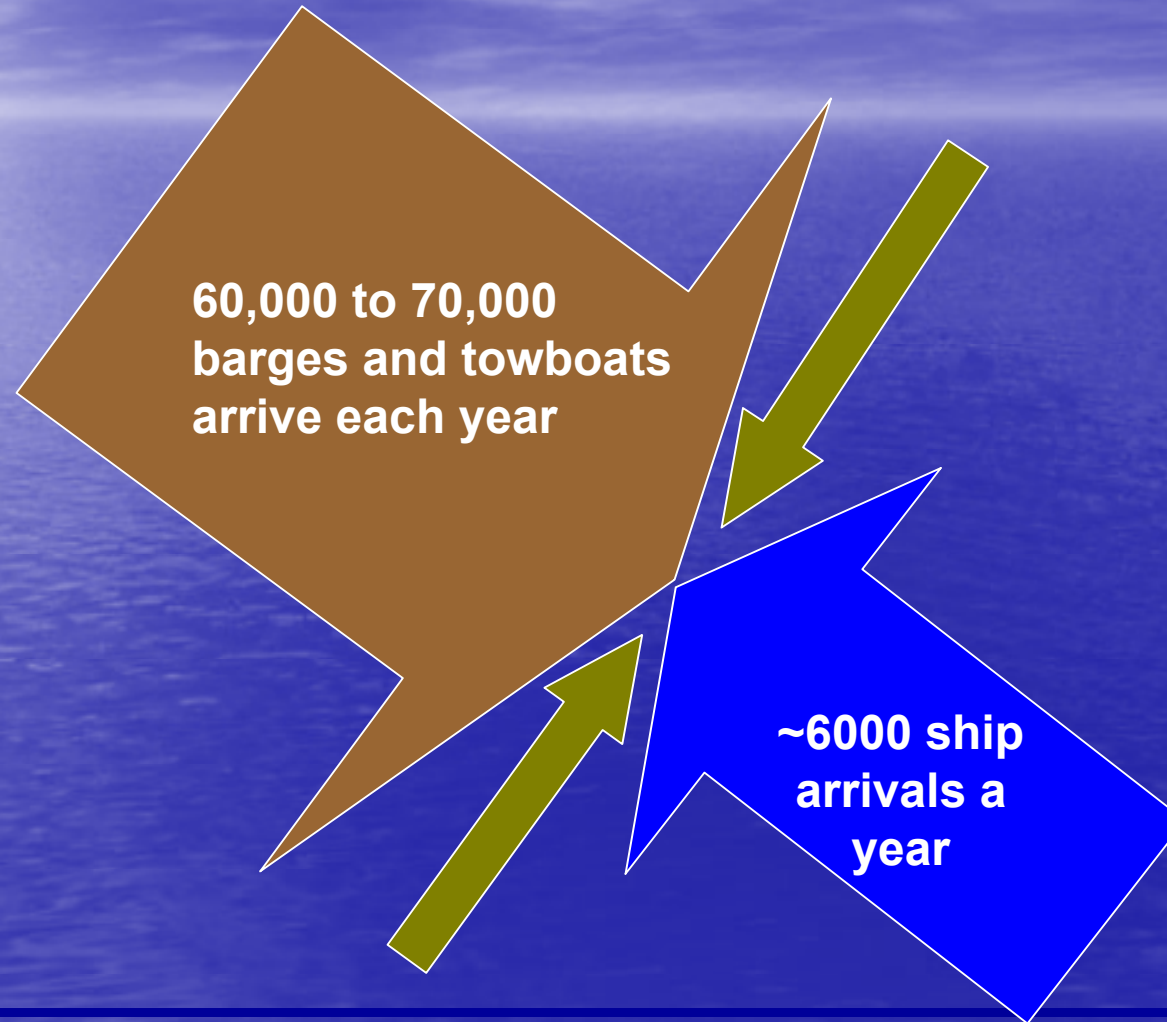
Gulf of Mexico

courtesy of Lincoln Stroh



Confluence of Tows & Ships

courtesy of Lincoln Stroh



Inland River System

- Constitutes 12,000 miles of navigable waterway
- Includes 303 inland river ports
- Accommodates 800 million tons of cargo
- Supported by 4,000 tugboats / towboats
- Traversed by 28,000 barges
- Serves 33 states



Economic Considerations

- \$1.5 trillion in cargo
- 13 million jobs
- \$500 billion in personal income

A Unique Transportation System

courtesy Lincoln Stroh

- River
 - Passes
 - Anchorages
 - Fleeting Areas
 - Facilities
 - Locks
 - Levees
 - Spillways
 - Wharves
 - Docks
 - Bridges
 - Ferries
 - Mid-Streams
 - Deltas
 - Regulated Navigation Areas
 - Safety Zones
 - Security Zones
 - Vessel Traffic System
-

Characteristics / Vulnerabilities

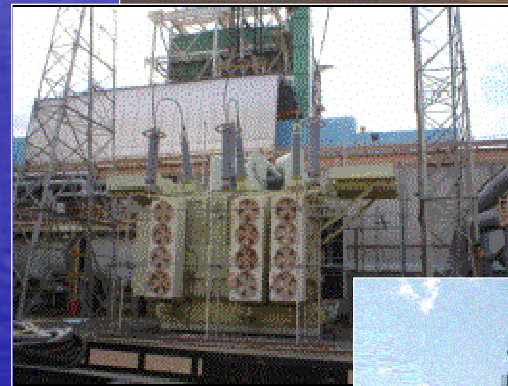
- Geography
 - Isolated / inaccessible areas provide opportunities for concealment
 - Public highways through critical facilities
 - Focal point for two maritime environments – inland river, ocean going
- Jurisdiction
 - Port authorities span multiple Parishes
 - “Volunteers” comprise majority of emergency response capability



Characteristics / Vulnerabilities

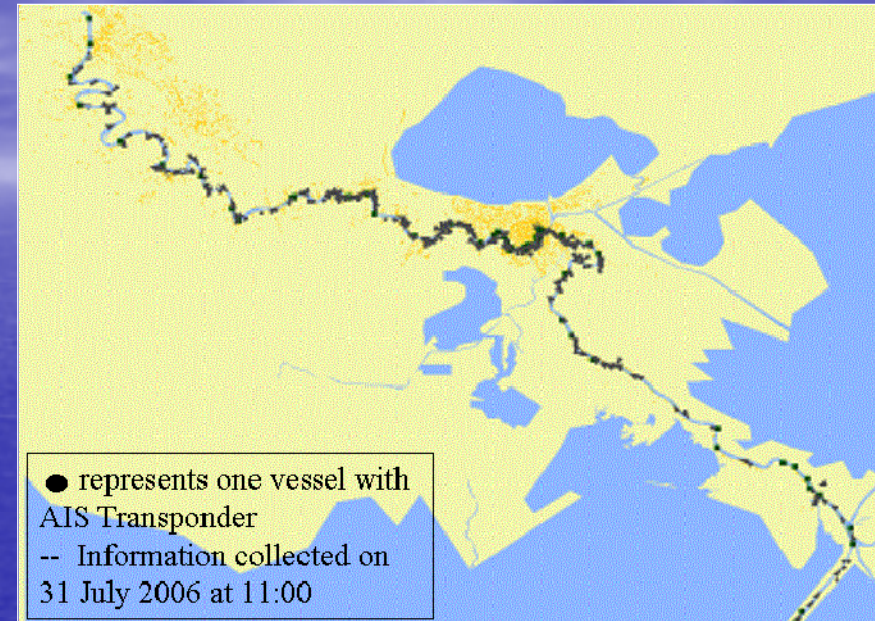
- Facilities

- Independently owned and operated
- Different missions, operations and environments
- Different emphasis on security depending upon facility
- Large number of storage tanks containing hazardous materials / potentially hazardous chemicals
- Single points of failure
- Satellite facilities



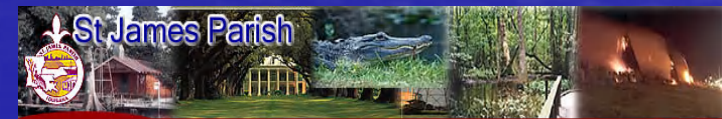
Characteristics / Vulnerabilities

- **Vessels**
 - Large number of barges with hazardous cargo
 - Transiting vessels
 - Launch services unregulated
 - Anchorages unprotected
 - Barges being used to transport containers
- **Infrastructure**
 - Railroad cargo includes substantial amounts of hazardous materials
 - Midstream transfer points unprotected
 - Pipelines
 - Highways
 - Airports



Mitigation Efforts

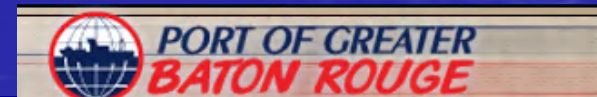
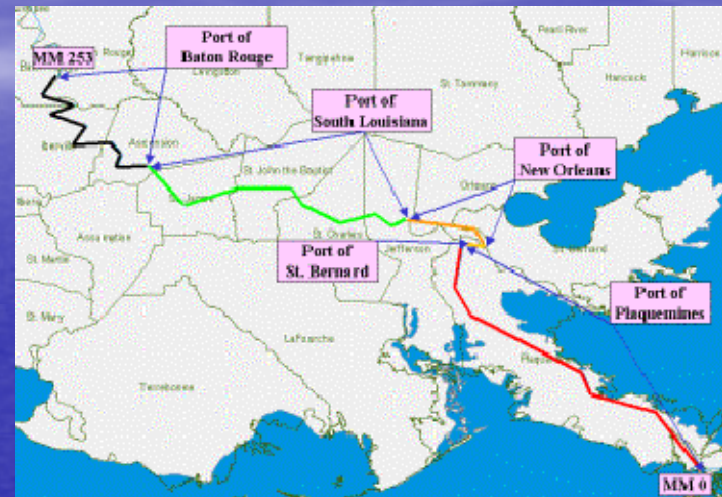
- Port Authority maritime patrols
- Close coordination with Coast Guard, local LEA and facility owners / operators
- Mutual aid agreements
- Lower Mississippi River Port-Wide Strategic Security Council



Lower Mississippi River Port-Wide Strategic Security Council (LMRPWSSC)

PROTECTING AMERICA'S SHIP CHANNEL

- Established in 2006 to provide layered security to lower Mississippi River
- Comprised of five deepwater ports of the Mississippi River
 - Plaquemines
 - St. Bernard
 - New Orleans
 - South Louisiana
 - Baton Rouge
- Will be expanded to include facility owner / operators and maritime associations



Goals of LMRPWSSC

- Enhance the ability of local entities to prevent and respond to threats against Critical Infrastructure and Key Assets
- Effectively employ combined resources to maximize risk reduction
- Enhance protection of national Critical Infrastructure/Key Assets within the Maritime Domain
- Provide a collaborative security framework to serve as a model for other areas

Conclusion

- Build on cooperative progress of the NO-AMSC and LMRPWSSC
 - Exploit capabilities developed for Coast Guard and other Federal, state and local agencies to meet pressing needs to secure critical targets and key assets including levees, locks, dams, bridges, anchorages and other transportation systems supporting the maritime industry
 - Implement solutions through a collaborative process that exploits available resources
 - Apply proven layered solutions to a complex security challenge
-