**Multimodal Commerce Advisory Commission Meeting**

**Tuesday, December 4, 2018**

**Baton Rouge Area Foundation**

**100 North Street, 9th Floor, Board Room**

**Baton Rouge, LA 70802**

**1:30 PM – 3:30 PM**

*The following constitute minutes of the Multimodal Commerce Advisory Commission Meeting and are not a verbatim transcript of the proceedings. An audio recording is kept at the Office of Multimodal Commerce in Baton Rouge, LA.*

1. **Welcome & Introductions**

Commissioner Thomas M. Clark, Office of Multimodal Commerce

1. **Attendance of Commissioners:**

Carmack M. Blackmon, LRA, Present

Representative Thomas Carmody, House Commerce, Present

Senator Norby Chabert, Louisiana Senate – At Large, Present

Chett Chaisson, PAL, Present

Thomas M. Clark, Commissioner OMC, Present

Senator Page Cortez, Senate Transportation, Present

Z. David Deloach, LWA, Present

D. Chance McNeely, LMTA, Present

Representative Terry Landry, House Transportation, Absent

Senator Walter Leger, Louisiana House of Representatives – At Large, Absent

Senator Conrad Appel, Designee for Senator Martiny, Senate Commerce, Absent

Don Pierson, LED, Present

Don Sanders, LaBIC, Present

Aaron Smith, Offshore Marine Services Association, Absent

John Spain, Southern Rail Commission, Present

Joe Wheeler, LAMA, Present

Dr. Shawn Wilson, Secretary DOTD, Absent

**Also in Attendance:**

Col. James P. Jones, USAF Ret., OMC Deputy Commissioner

Brad Brandt, OMC Aviation

Michael Burrows, OMC Aviation

Randall Withers, OMC Ports & Waterways

Chris Collins, OMC Waterways

Molly Bourgoyne, OMC Ports

Brandi Fontenot, OMC Ports

Dean Goodell, OMC Fright & Passenger Rail

Kevin Lawson, OMC Freight & Passenger Rail

Stephen Holliday, OMC Commercial Trucking

Elizabeth Eastwood, OMC

Allen Miller, Senate Attorney

1. **Purpose of Office of Multimodal Commerce**
2. **Review of Agenda, attached**
3. **Office of Multimodal Commerce PowerPoint Presentations, attached**
* Randall Withers – Ports & Waterways
* Brad Brandt – Aviation
* Dean Goodell – Freight & Passenger Rail
* Stephen Holliday – Commercial Trucking
1. **Tommy Clark – Success Stories**
* Working together with LED regarding rail issues – Port of Baton Rouge, Avondale, Fugie IMT
* Functional Experts
* Brad Brandt recognized with the Dunbar Award
1. **Louisiana, A Global Gateway**
* Thought leadership encouraging Multimodal team to be a conduit for creativity and innovation.
* Panama Canal Trip – Canal built in 1914 by the Corps of Engineers and approximately 40 miles long. US government gave it back to Panamanians in 1979 under Jimmy Carter. In 2007 Panama decided to deepen and widen the canal. The Canal has 5 container ports, 3 on the Atlantic side and 2 on the Pacific side. Created a huge Private Public Partnership with investment opportunities.
* Replicate the Panama Canal Zone on the lower MS River- Baton Rouge to Plaquemines, about 250 miles.
* Ships becoming larger & larger to carry containers to feed consuming nations. Asian Pacific realm traffic and these ships are making round trips to Panama – Asia to Panama and back. When they get to Panama they are creating a hub and spoke model where they offload the cargo the area around the ports is growing larger and larger and the container terminal operations are growing through Public Private Partnerships and handing that cargo onto smaller distribution ships to distribute to ports around the world to ports that can handle the distribution. Led me to think that we are deepening the MS river to 50 feet and the Panama Canal is 50 feet so the same alignment of ships coming out of Panama, there is no reason we can’t duplicate that Hub and Spoke model on the lower MS River – south of New Orleans-Belle Chase to Venis, 100 miles of river that is a blank canvas. No urban encroachment – blank slate that can handle the traffic coming out of the Panama Canal, but 4 times as large. We have 5 ports on the Mississippi River-Baton Rouge, Port of South LA, NO, St Bernard and Plaquemines, that if they combined into a port alliance it would be the largest complex in the world. What could we do with that from a promotional standpoint promoting that to the world? The battleground is for the Midwest of the United States. The quicker you can bring that cargo in through a hub and spoke model, to distribute to a consuming public. LA 23 realignment, NOGC, part of that plan and has already been approved by the RPC in New Orleans, at Plaquemines Liquid Terminal mile post 61 on the river, within the jurisdiction Plaquemines Parish Port a company called Tall Grass Energy that has just landed – they took down 600 acres of land to build a 1.5 million crude liquid storage terminal facility. Build a pipeline from Cushing Oklahoma down to Plaquemine. Also working on crude rail trains – 3 unit trains a week to handle the current alignment and will go to 8 unit trains a week after the realignment. Oil drives everything. $70 oil today the rail blending facility that will hold 20 M barrels within the facility, they are talking about building a 55 mile pipeline from Plaquemines Terminal to Venice 1.5 miles in the deep water. Building a turrick there for export. And build a duality pipeline that will receive import crude back into PLT and use that as a mecca for crude export. Maritime Energy Export, the key word for today.

Louisiana exports 60 percent of all grain through our ports.

Since LNG has taken off, the Panama Canal had rules that only 1 LNG ship can pass through the canal each way at a time. Lifted rules in October so that they can have 2 ships each way in the canal, so 4 transits a day. Will boost the production of LNG along the gulf coast; under development that is 160 Billion $ either in construction, planned or in development for LNG exports. Other point is that Plaquemines just got an agreement for an LNG facility. And a sovereign buyer of all LNG to a sovereign country. They will export crude and LNG.

Venture Global committed to 8.5 million $ facility there.

Port Director at Plaquemines, Sandy Sanders, negotiated with the Department of Defense and the Navy to commercialize half of the 10,000 foot runway and all the surrounding property at the naval air station at Belle Chase to put it back into commerce because they realize that the navy was only utilizing only 35% of the runway and they could be in line for a base closure which is the last thing they want. For air cargo distribution, warehousing and rail component of the LNG of the NOGC realignment factors into that as well as take to it south into the PLT. When Armstrong gets the new terminal up and running they will not want the commercial cargo mingling with the passenger. Armstrong cargo can be shifted to Belle Chase. An alliance – a true multimodal alliance.

All 5 ports, in theory, have agreed to a port alliance.

 Liquid Terminal aspect in 2016 ban lifted on export crude and it set a race-the first one to get to the deep water of the Gulf off the continental shelf wins. Texas has 4 projects on the books to get there. No infrastructure in place. They have to go from Corpus Christie 80 miles into the gulf to hit deep water of the continental shelf. Louisiana only has to go 1.5 miles. That puts us ahead of the game a little.

Pipeline through 30 parishes of Louisiana

* Public Private Partnership in the maritime industry
* Freight Summit with necessary stakeholders
1. Suggested there be future meetings every quarter or as needed and meeting adjourned.

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James Philip Jones, Deputy Commissioner

Office of Multimodal Commerce