

tenance of the Mississippi River-Gulf Outlet, in accordance with Public Law 455, 84th Congress, approved March 29, 1956.

The Chief of Engineers of the Department of the Army has recommended the modification of the existing project for the Mississippi River-Gulf Outlet to provide a deep-draft navigation channel in the Gulf Intracoastal Waterway and Michoud Canal by enlargement to a depth of 36 feet over a bottom width of 250 feet from the Mississippi River-Gulf Outlet channel to and including a turning basin 800 feet square at the north end of the Michoud Canal. The report of the Chief of Engineers reflects a benefit-cost ratio of 7.1 to 1.

The recommendations of the Chief of Engineers concerning this project include the requirements that prior to construction local interests shall agree to:

a. Provide without cost to the United States all lands, easements, and rights-of-way required for construction and subsequent maintenance of the project *and for aids to navigation upon the request of the Chief of Engineers*, including suitable areas determined by the Chief of Engineers, to be required in the general public interest for initial and subsequent disposal of spoil, *and also retaining dikes for disposal of spoil from maintenance dredging, if required*;

b. Accomplish without cost to the United States such utility or other relocations or alterations as necessary for project purposes;

c. Hold and save the United States free from damages due to the construction and subsequent maintenance of the project, including any erosion beyond the rights-of-way furnished; and

d. Provide, maintain and operate without cost to the United States adequate public wharf facilities on the Michoud Canal open to all on equal terms.

NOTE: The italic portions of subparagraph "a" above did not appear in the requirements of local cooperation as contained in the report of the District Engineer on this project, and were added to the requirements on the recommendation of the Board of Engineers for Rivers and Harbors.

The Board of Commissioners of the Port of New Orleans at a regular meeting held on October 13, 1967, adopted a resolution indicating that the Board was willing and able to provide the assurances of local cooperation, as proposed in the reports of the Division and District Engineers, should the project be authorized by the Congress of the United States; and further, authorized the Director of the Port to sign, execute and deliver to the Corps of Engineers a statement in such form and containing such provisions as in the sole discretion of said Director of the Port shall seem proper, evidencing the willingness and ability of the Board of Commissioners of the Port of New Orleans to provide the required assurances of local cooperation. The assurances of the Board in this regard have been furnished to the District Engineer, New Orleans District, Corps of Engineers, by letter, dated October 19, 1967, and a copy of such letter and resolution of the Board are contained in the District Engineer's project report dated December 18, 1967. The additional requirements of local cooperation as recommended by the Board of Engineers for Rivers and Harbors do not appear to be unduly burdensome and such requirements will be satisfied by the Board.

The Board of Commissioners of the Port of New Orleans has concluded negotiations with the owners of the property adjoining the proposed navigation improvements to the point that the availability of rights-of-way for initial construction and for the deposit of spoil therefrom is assured. Furthermore, the Board has concluded negotiations and possesses an option to purchase a site for the construction of public port facilities on the Michoud Canal. Also, within the Board's Capital Facilities Program for the period 1968-1972, is included a project for the construction of public terminal facilities on the Michoud Canal scheduling the amount of \$4,400,000 for this project. It may be observed, therefore, that the requirements for local cooperation not only have been assured but are in such a status as to permit the immediate initiation and completion of the proposed project.

The plan of development as contained in the report of the Chief of Engineers has been approved by the Board's engineers and such plans are considered to be entirely suitable and completely consistent with the master plan for development and expansion of the Port of New Orleans.

The proposed project not only will serve importantly the trade and commerce of the Port of New Orleans but also will serve and encourage the industrial development of the private lands abutting the Gulf Intracoastal Waterway and