

Pratt Farnsworth has moved its construction yard from another location in the City of New Orleans to its Michoud site here.

I now submit for your consideration Exhibit 2 which is a colored aerial photograph of the Air Products and Chemicals Plant looking in a westerly direction. This photograph shows a portion of the Michoud Canal and lying directly opposite the Air Products Plant on the opposite canal is the NASA Michoud facility.

I submit Exhibit 3, a colored aerial photograph of the Air Products and Chemicals Plant looking in a northeasterly direction. This photograph discloses the facilities originally constructed by Air Products and Chemicals to service barge and other forms of water transportation from its Michoud Plant. These facilities are being continuously improved.

In the extreme upper right hand corner you may observe a portion of the spoil area with respect to which Air Products has granted a spoil disposal right-of-way or easement. In the upper left hand corner it discloses a portion of the property with respect to which Air Products has granted a right-of-way or easement for the construction of the turning basin.

Exhibit 4 is a colored photograph of the Air Products and Chemicals Plant during its operation at night and is submitted as evidence of the continuous operation of this plant.

The concept of modifying the Intracoastal Waterway and the Michoud Canal to provide deep water transportation to that area was originated by several of the industries which had located or planned to locate facilities on the Michoud Canal. One of the originators of this project, Air Products and Chemicals, Inc., of Allentown, Pennsylvania, produces at its plants gaseous nitrogen which it delivers to NASA at Michoud and liquid hydrogen and oxygen which it delivers to NASA at its Mississippi test site and other points of use. Although several locations were available and were considered by management for the location of this plant, the Michoud site was finally chosen because it offered the prospect of deep water transportation at some time in the future which would permit Air Products to expand its plant so that it could manufacture fertilizers, principally Anhydrous ammonia, uria, phosphates, potash and nitrogeous fertilizers which it could ship directly to domestic and foreign markets. If deep water transportation is available to Air Products at its Michoud plant, Air Products will be able to offer for sale fertilizers produced at this plant at materially reduced prices to consumers because of substantial transportation savings. At the present time, in many instances, these products must be handled twice, first into a barge or truck and then into a ship and transportation costs are substantial.

While its Michoud chemical complex was under construction Air Products and Chemicals discussed its views with Mr. Harold Cook, Executive Vice President of New Orleans East, Inc., which corporation is the owner of large tracts of land in the area and is engaged in the development thereof.

The proposal was also discussed with Mr. Willard Robertson of International Auto Sales and Service, Inc., the owner of another large tract abutting the Michoud Canal. The suggestion was reviewed and considered by these companies for some time taking into consideration the possible requirements which might be established by the District Engineer and their ability to satisfy them if the modification was considered worthy. Thereafter, meetings were held with other companies or local interests in the Michoud area, that is, the Oklahoma Cement Company, Pratt Farnsworth, Inc., Gertler-Hebert Company, Dundee Cement and Louisiana Materials, Inc., Dixie Mill Supply Company and the Sewerage & Water Board of the City of New Orleans. All of these property owners agreed that the proposed modification was meritorious and to lend it their support.

Meetings were then held with the District Engineer, New Orleans Engineer District, and members of his staff concerning the proposed modification. Preliminary discussions with them indicated that the proposal was feasible and warranted action.

The local interests next contacted Senator Allen J. Ellender, Senator Russell Long and Congressman F. Edw. Hébert of Louisiana's First Congressional District where the area in question is located, for their assistance to obtain the funds necessary for a study of the proposed modification to be made by the District Engineer. Through their efforts the funds for the study were provided.

A public hearing was held in New Orleans on December 18, 1964, by the District Engineer and was attended by all of the local interests or their representatives as well as many other persons interested in or who could be affected by the