

The area colored in yellow represents the area which Air Products and Chemicals has granted a right-of-way or servitude for the construction of the turning basin and the area colored in brown is the area for which it has granted a right-of-way or servitude for spoil disposal.

The orange area represents the right-of-way or spoil disposal area provided by New Orleans East, Inc., and the red area represents the area affected by the agreement with the Board of Commissioners for the Port of New Orleans relating to the proposed public wharf facility.

The area colored in green represents the area with respect to which releases from damage have been granted by the local interests in favor of the Board of Commissioners of the Port of New Orleans and the U.S. Engineers.

The Board of Commissioners of the Port of New Orleans, upon delivery of the above-mentioned agreements, has agreed to be the public sponsor.

Thus it is apparent that the local interests have already satisfied the requirements of local cooperation set forth in the report of the District Engineer.

Colonel William Lewis, representing the Board of Commissioners of the Port of New Orleans, will also appear before this Committee and inform you that the Board is prepared to satisfy the requirement with respect to a public wharf facility.

I further direct the Committee's attention to the fact that the United States will be one of the principal beneficiaries of this proposed modification. The NASA property extends a distance of approximately a mile and one-half along the north bank of the Intracoastal Waterway and approximately a mile along the west bank of the Michoud Canal. Deep water transportation is not presently available in this area. At some future time, the availability of deep water transportation from this property may serve a very useful function for the United States or one of its Departments or Agencies as a deep water transportation point or considerably enhance its value should the site ever be declared surplus and placed upon the market for sale.

In order to reach the area of the proposed modification, vessels will normally use the Mississippi River-Gulf Outlet in entering and returning from the Port of New Orleans, and thus materially increase the use of that waterway.

The modification of the existing waterway submitted to this Committee for consideration, if authorized and funded, will satisfy an immediate and pressing need for the industries located or which will locate in the area in question. For example, Air Products and Chemicals is now prepared to use deep water transportation for shipments from its Michoud Plant. International Auto Sales and Service is prepared to construct a wharf and other facilities on its property and commence the importation of automobiles which may ultimately serve as the focal point of the importation of these automobiles in the Gulf Coast area. Mr. Willard Robertson of International Auto Sales and Service will appear before you and provide additional details as to the extent of this operation.

The area lying behind the Michoud Canal owned by New Orleans East has been set aside for industrial development and as these industries move in they will require deep water transportation in addition to the rail and highway transportation now available. Mr. Cook of New Orleans East, who will also appear before you, will provide additional details concerning their plans for development.

In summary and conclusion I direct the Committee's attention to the fact that we are considering a modification and improvement to existing waterways. This is not a new project, but rather an extension of and better use for existing waterways in this area, in particular, the Mississippi River-Gulf Outlet.

Private industry and individuals recognize the immediate need for this modification, as evidenced by their sustained efforts over a long period of time seeking its approval, culminated by their appearance here and their furnishing without cost to the United States and the public sponsor valuable property rights in the area of the modification, including releases from damages to their properties.

The relatively modest cost of this modification, the benefits which will accrue to the public resulting from lower transportation costs of industry located in the area, the employment by industry of additional skilled, semi-skilled and unskilled labor are all material and relevant to your consideration of this modification.

The District Engineer investigated and evaluated the above mentioned public benefits in his favorable report of December 18, 1967, concerning this modification. As heretofore stated, this report has been approved by the Division Engineer,