

Note: The italicized 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 Michoud Canal to the economic benefit of the City of New Orleans, the State of Louisiana and the entire nation.

The Board of Commissioners of the Port of New Orleans strongly endorses the proposed project for the deepening and widening of the Gulf Intracoastal Waterway east of the Mississippi River-Gulf Outlet and the deepening and widening of the Michoud Canal as proposed in the report by the Chief of Engineers. The early approval of this project by the Congress of the United States is respectfully requested.

STATEMENT OF FREDERICK B. DRAKE

Mr. Chairman and honorable members of this distinguished Committee:

I am Frederick B. Drake, Director of Purchasing & Real Estate for Air Products and Chemicals, Inc.

Air Products, headquartered in Allentown, Pennsylvania, is active internationally in the design, construction and operation of industrial gas, chemical and fertilizer plants. The photographs of the Michoud Facility presented by Mr. Ferguson, show the relative scale and degree of sophistication involved within a typical Air Products plant complex.

May I first take this opportunity to compliment the Corps of Engineers for their excellent report of December 18, 1967. If all forecasts within this report fare out as well as the statistics predicted for Air Products, I believe you gentlemen can respond confidently and positively to the conclusions and recommendations presented therein.

In comparing actual exports of Anhydrous Ammonia to those projected within Figure 5, Page A16 of the Corps' report, it can be seen that total 1966 through