

AGENDA
November 9, 2011 at 10:30 AM
(Revised 11/8/2011 at 8:30 AM)

- I. Call to Order
- II. Pledge of Allegiance
- III. Roll Call
- IV. Consider approval of minutes for October 12, 2011 regular meeting
- V. Executive Director's Report
 - A. Gulf of Mexico Oil Spill**
 - B. Northern Expansion**
 - 1. Slip B Adam "Ted" Gisclair Roadway, Phase II (Picciola & Associates)
 - 2. Slip B 1871 LF Dredge & Slip C Dredge (Picciola & Associates)
 - C. Airport Projects**
 - 1. Parallel Taxiway "A" South Paving
 - 2. PAPI System
 - 3. Hangar & Foundation
 - D. FEMA Projects**
 - 1. Bathhouse
 - 2. Beach Repair Project
 - 3. Tropical Storm Lee
 - E. Port Security and Grant Projects**
 - 1. 400 ft. Tower and Foundation (2007)
 - 2. Telecommunication Infrastructure Project (2007)
 - 3. Camera Networking Improvements (2008)
 - 4. Multi-Agency Emergency Response/Operations Building (2009)
 - 5. Radar Video Surveillance (2009)
 - 6. Port-Wide TWIC Implementation (2011)
 - F. Other Port Projects**
 - 1. Martin Slip #1 Bulkhead Repairs
 - 2. Airport Maintenance Shop
 - 3. Nerby Collins Marina Bulkhead Repair
 - G. LA 1 Highway Improvements Report**
- VI. Committee Reports
 - A. Executive Committee
 - 1. Consider approving the request from Abdon Callais Offshore to assign lease to C&C Offshore
 - 2. Consider approving the request from Express Supply & Steel for Landlord Waiver
 - 3. Consider approving the request from Guidry Brothers to lease an additional 500 LF
 - 4. Consider adopting a resolution to DOTD authorizing the Port Commission to submit an application for Port Priority Program assistance for the Northern Expansion Slip C, Bulkhead and Dredging, Phase VI
 - 5. Consider approving the Intergovernmental Cooperative Endeavor Agreement between the GLPC and Lafourche Parish Government regarding Clovelly Road/Boat Launch maintenance
 - B. Permits & Waterways Committee
 - 1. Review permit applications from the Town of Golden Meadow, Apache Corporation(3), Louisiana Delta Oil Company, and South Lafourche Levee District
 - C. Construction & Development Committee
 - 1. Consider adopting the DOTD resolution Accepting the Work for Slip B 1871 LF Bulkhead project
 - 2. Consider approving the DOTD Sponsorship Agreement for the Parallel Taxiway "A" South Paving
 - 3. Consider approving the DOTD Sponsorship Agreement for the Airport Hangar & Foundation project
 - 4. Consider approving the DOTD Sponsorship Agreement for the Perimeter Fencing project
 - 5. Consider approving the Clear Lien Certificate from Adesta for the 400 ft. Tower and Foundation project
 - 6. Consider approving the Substantial Completion Certificate from Ernest P. Breaux Electrical for the Telecommunication Infrastructure project
 - 7. Consider approving the Substantial Completion Certificate from Cellxion for the Communication Buildings
 - 8. Consider approving the Change Order from Prime Controls for the Camera Networking Improvements
 - D. Finance Committee
 - 1. Consider payment of October invoices and recognize expenditures over \$10,000
 - 2. Consider approving October 2011 financial statements
- VII. Any other business
- VIII. Public Comment
- IX. Adjournment

OFFICIAL PROCEEDINGS OF THE GREATER LAFOURCHE PORT COMMISSION
November 9, 2011

The Board of Commissioners of the Greater Lafourche Port Commission met in regular session on Wednesday, November 9, 2011 at 10:30 AM.

President Griffin called the meeting to order and Vice President Lafont called roll.

ATTENDED: Chuckie Cheramie, Perry Gisclair, Jimmy Lafont, Donald Vizier, Wilbert Collins, Larry Griffin, John Melancon Jr., Jimmy Guidry, and Ervin Bruce

ABSENT: None

Upon motion by John Melancon and second by Jimmy Guidry, the board unanimously approved the minutes for October 12, 2011 regular meeting.

President Griffin veered from the agenda to thank Vice President Lafont for running the meetings during his absence and he thanked everyone for all the cards and prayers during his time of recovery. He then reminded everyone that Friday is Veteran's day and thanked all who has served our country.

Executive Director's Report

Gulf of Mexico Oil Spill – Director Chett Chiasson reported that beach cleanup is still taking place on Fourchon Beach with approximately 75 workers. He stated that there was a meeting here yesterday of local businesses and some State Representatives in attendance to discuss issues with permits, the Gulf Economic Survival Team (GEST), and how to move forward to help push and assist in getting the word out on issues the local businesses have been having and the industry as a whole. Ms. Lori Leblanc with GEST then addressed the board. She thanked the board in supporting their efforts and allowing Chett to work with them and attend meetings in Washington, DC. She then updated the board on where we are since the moratorium was lifted on October 12, 2010. She stated that just because some permits have been issued it is assumed that we are back working in the Gulf of Mexico but that is not the case. We are still fighting to get more plans and permits approved to be at full capacity working in the Gulf. The GEST organization started in opposition to the moratorium and slowly evolved into working to facilitate the efforts between the industry, state, and federal government on the new permit regulations. The problem with the new regulations is that it is a one size fits all approach same for both deepwater and shallow water permits. As new requirements were coming out and industry figured out how to comply there was a new set of requirements that would come along. The reason why GEST got involved was for the small businesses and industry along the Gulf Coast that support oil and gas realizing that every permit that is approved our businesses will be back working in the Gulf.

Once the moratorium was lifted, we worked with DNR Secretary Angelle to form the Back to Work Coalition which focused on getting back to work; specifically dealing with the new environmental assessment policy, new containment issues, and the should-to-must issue. These issues were dealt with to get the first permit issued which took 314 days after the oil spill incident. The next slide she presented represents the cascading national impacts of a permit and what it means to our economy. The stages of course first start with a permit, then drilling, rig, fabrication, all the way down to service and industry to schools, hospitals, police and firemen.

She then reported on the updated permit numbers which basically depends on how it is presented. The federal government will praise themselves and say that they have issued 176 deepwater permits since the moratorium, however several wells require more than one permit therefore there are only 56 new well permits that have been issued for deepwater. If you dig deeper, 26 had permits prior to the moratorium

which is just re-reviews because of new requirements. Digging even deeper, only 16 are for unique new wells that were not permitted prior to the moratorium, and the remaining 14 were permitted but not to full depth and need more reviews before approved. Another issue is that before you can get a permit you need a plan approved. Deepwater plans take an average of 200 days to get approved which includes the back and forth for additional information from industry. GEST has been tracking the data from the BOEM website on the stages of the plans during the approval process. With this information, we have asked them to work with GEST and industry to develop a more streamlined approach which is going to be a standard operating procedure. We have talked to industry and with this high level of uncertainty when they can't get their plans and permits approved this hinders the possible investment dollars that may be going to the Gulf of Mexico or if industry will re-direct investment to other parts of the world. This is having an impact on our country with national implications and impacts on our economy.

GEST commissioned a study by IHS CERA that looked at the pace of permitting and compared it to if the pace would be a more proactive pace that would meet the industry's ability to invest in the Gulf of Mexico what would the opportunity be for jobs, revenue, and overall economy. If the federal government could step up the pace in permitting and give this the urgency that it deserves, it would be an economic stimulus not paid by taxes but by industry. In 2012 with a proactive pace, we could create 230,000 jobs; contribute \$44 billion of gross domestic product; \$12 billion in tax and royalty revenues in local, state, and federal levels; more oil; and reduce the bill on oil imports by \$15 billion. It is clearly a revenue generator and at a time where we are talking about reducing the national deficit in the next 3 years if we can increase permitting we could generate \$18 billion in federal revenue. What is interesting about this study is that the perception is that Louisiana and Texas are where the action is because we are willing to do the jobs that others fail to do such as drill for oil. The study found that 1/3 of the jobs would be created outside of the Gulf region with some of the top states with job benefits would be California, New York, Florida, Pennsylvania, and Ohio. On a national scale it creates revenue outside of this region which is information that needs to be noticed in Washington.

GEST has partnered with other organizations including the national organization known as the Consumer Energy Alliance which allows us to go national and send our message to other key states. Most recently GEST has been working on the Jobs Bill and the creation of the Super Committee in Washington. We have sent a letter to the President that 20 national organizations have signed off on asking him to restore the pace in permitting and the significance of OCS activity in the Gulf. We met with members of the Super Committee on this issue to try to get it into the Deficit Reduction plan for them to realize that this study shows there is \$18 billion in revenues available in Gulf activity.

The other issue GEST is working on now is the re-organization. MMS changed last year to BOEMRE and now they split that into BOEM and BSEE. The main concern is that this will cause more uncertainty, fragmentation of an agency, and more confusion which will end up slowing the pace of permitting. We have been working with the highest levels of government and have met with Director Bromwich several times in Washington. We have done more for getting the energy industry back to work in the Gulf than any other group. We are low on the radar in terms of working respectfully with the federal government but are fortunate to have this board's support, Director Chiasson, and DNR's support with Secretary Angelle.

Chiasson stated that yesterday he joined in on a conference call with BOEM regarding the new plan for 2012-2017 lease sales. They talked about some sales taking place December 14th on the Western Gulf sale and next year there will be a combined sale in the Central Gulf in May or June, and another Western Gulf sale in 2013. So there are some lease sales coming out however the only drawback to the country is that with the uncertainty in the industry now the country will lose out on royalties and the cost of selling those leases. It will be pennies on the dollar compared to what it was prior to all these issues with permitting. The country will sell itself short in these lease sales and lose revenue. Ms. Leblanc responded that you can have all the lease sales you want but if you don't have a consistent permitting process it will not do us any good. The industry will not be willing to invest if there is still so much uncertainty to get permits approved.

Northern Expansion – Engineer Joe Picciola reported that Phylway Construction is working on embankments and drainage for the Slip B Adam “Ted” Gisclair Roadway, Phase II. All the asphalt work is complete. They are doing culvert and catch basin cleanouts this week and plan to stripe the roadway next week. Chiasson stated that the engineer is working on the plans and specs for the second phase of paving. Engineer Joe Picciola reported that the Slip B 1871 LF Dredge & Slip C Dredge project is being advertised with bid opening scheduled for November 15th. We plan to issue an addendum today to clarify some items and add alternates to the bid.

Airport Projects – Davie Breaux reported that LA Contracting is on site doing excavating work for the Parallel Taxiway “A” South Paving project. He stated later on the agenda is the DOTD agreement to fund \$226,024 which will add to the FAA \$4.3 million for this project. The equipment parts are still coming in for the PAPI System upgrade. We are currently waiting on the main housing. He stated this project is also funded by DOTD up to \$30,000. Breaux reported that later on the agenda for approval is the low bid for the Hangar & Foundation project from Picciola Construction for \$311,730.32 and the DOTD sponsorship agreement to fund \$150,000.

FEMA Projects – Chiasson reported that Joe Picciola is working on the Bathhouse project. We did receive the Fire Marshal’s approval and will be sending the plans now to the Parish Permitting office. Engineer Picciola stated that we should get something back from the Parish within a couple of weeks. The permit will still have to be drawn from the Parish once the contractor is chosen. Chiasson stated that we are currently working on Access Agreements with landowners to get the borings done in the Beach Repair project area to make sure there are no oil contaminates. We are also working on getting Servitudes from Caillouet and Wisner for the actual construction site. We are looking at possible ways for cost reduction by working with the State’s Office of Coastal Restoration to make sure all the upcoming protection projects by the Port, State, and the Corps coincide with each other. Lafont questioned that since the Caillouet Corp. knows that this issue will help protect their property are they working easier with us to get these agreements or servitudes done, which Autin replied that they seem more lenient than normal since it will benefit their property.

Tropical Storm Lee – Chiasson stated that on October 28th the President issued a Disaster Declaration for several parishes with Lafourche Parish being one of them. He stated that tomorrow Davie Breaux and Serena Bruce will attend the kick off meeting to present our overtime, supplies, vehicle cost, and other cost for emergency protective measures. He stated that we will also try to get a FEMA project for the loss of sand on the beach area from this disaster. This disaster is a 75% federal funded with 25% Port funded. Gisclair questioned since it is in the same beach area as our current project will this be able to be done at one time, which Chiasson replied we will attempt to get a PW before construction begins to include all the beach work.

Port Security and Grant Projects – Engineer Shawn Keller with MS Benbow reported that later on the agenda she recommends accepting the clear lien certificate from Adesta for the 400 ft. Tower and Foundation project. They are currently working on getting quotes to relocate the microwave and CCTV equipment to the tower location. She recommended approval of the substantial completion certificate dated October 21st for the Telecommunication Infrastructure project. She also is recommending substantial completion dated October 21st for the Communication Building project. April Danos reported that on the agenda for approval is a change order for an increase of \$35,564.27 for the 3 additional cameras and electrical for the Camera Networking Improvements project. There is also a time extension change to December 29th. The contractor for the Video Management was on site this week to install software on servers. We will schedule training once the equipment is on our tower site. We are currently negotiating the contract with CGI for the Behavioral Recognition System.

We are currently in the design/development phase for the Multi-Agency Security Response Center to get an estimated cost. In regards to the Radar Video Surveillance, a kick off meeting was held on October 24th with IT, Harbor Police, and Engineers to determine the radar locations. We are also scheduled for Technology Day on December 2nd to determine the radar features that are necessary for the Harbor Police. We will narrow it down to 2 or 3 vendors to come do demos so we can choose the right technology for the Port.

We are in the process of developing the RFQ for the Port-Wide TWIC Implementation to determine the maintenance and administration contractor for the grant. Gisclair stated that for the TWIC grant we received \$1 million in funding and questioned how many tenants have shown interest to participate, which Danos replied that we have 4 Part 105 facilities that showed interest and will receive funding. Gisclair questioned what happens to the funds if there are only 4 or 5 tenants, which Chiasson replied that all the funds have been allocated to the Port project as well as the tenant's project, therefore all projects are fully funded as of now. Danos stated that a site survey was done to determine what was needed at each site and worked on a budget which was submitted with the grant. The 4 Part 105 facilities that are receiving grant funding are: Cal Dive Offshore, Intermoor, John W. Stone Distributors, and LOOP. Chiasson stated that every Part 105 facility had the opportunity to submit a proposal to receive funds, however only 4 did and in the end received funds.

Other Port Projects – Kyle Pierce with Angelette-Picciola reported that the contractor Lowland for the Martin Slip #1 Bulkhead Repairs has completed driving all the steel sheet piles. The largest concrete deadman has been poured and half of the A-frame tie back system is in place. Lowland is now painting the A-frame tie backs and the sheet piles along Bayou Lafourche to get the Martin dock back operational as soon as possible. Martin should be able to use that section in about 2 weeks. The contractor is also driving piles for other tie backs within the next week or so.

Breaux reported that the Airport Maintenance Shop pre-bid meeting is scheduled for November 17th with the bid opening scheduled on December 1st.

Engineer John Plaisance stated that the Nerby Collins Marina Bulkhead Repair project is still on hold due to the lawsuit. The Port did appear in front of the Court of Appeals last Thursday and the verdict should take between 4 to 6 weeks. The contractor Kostmayer has agreed to hold their bid for the month of December.

LA 1 Highway Improvements Report – Henri Boulet, Director of LA 1 Coalition reported that Phase 1A (Port Fourchon to Leeville) segment of the LA 1 Project was approximately 98.7% complete as of October 31st with 97% of time elapsed. The opening of the Leeville - Port Fourchon elevated highway is scheduled for the weekend of December 10th. Boulet is working with DOTD and the Governor's office to schedule an opening ceremony and the board will be informed of the details once finalized. Moving on to the Phase II update, the advertisement for Phase II Design is anticipated to be released in December. Right of Way (R/O/W) acquisition is still in progress on the southern three ownerships in the Phase II project area. The TIGER III grant application to the federal government was submitted by the deadline of October 31st. The application brought together a funding package of \$45 million for construction of Segment A (closest to Golden Meadow), with \$18.4 million requested of the federal government, a \$20 million match offered by the State of Louisiana, and a \$6.6 million collective industry match offered by private corporations. While the grant program did not require a match from rural communities, our application offers a 147% non-federal dollar match. The application stressed the vulnerability of billions of dollars in loss gross domestic product should the nation suffer a loss of LA 1 between Golden Meadow and Leeville, as documented by the Homeland Security Study. As well, the application informed grant evaluators of the NOAA Study which predicts significant, repeated tidal inundation of LA 1 by the year 2030. Finally, the grant highlighted the partnerships resulting from the existing LA 1 Project with the public, the port, the parish, the state, the federal TIFIA program, Homeland Security and NOAA, and over 55 private corporations which are LA 1 Coalition members. We should learn results of the grant in February.

On other highway projects in the area, the new Bayou Lafourche Lift-Span Bridge at Larose is 72% complete with 80% of time elapsed. The Caminada Bay Bridge is now 85% complete, with 62% of time elapsed.

Lafont questioned the repairs to the Larose Pontoon Bridge and how much DOTD plans to spend since it will be removed once the Lift-Span Bridge is completed, which Boulet replied that he is unsure of the cost of the repairs but assures Lafont the work crew will probably be doing the minimum repair to keep cost down. The contractor will eventually have to remove that bridge once the new one is opened. Lafont questioned when is it scheduled to open, which Boulet replied June 2012.

Griffin questioned if a study was ever done regarding the feasibility of raising LA 1 highway from Golden Meadow to Leeville compared to building an overpass, which Boulet replied that the state had done that analysis in the environmental review of the entire project and the federal government also participated. The highest authorities evaluated that information. He stated the problem with raising LA 1 is that the federal government said that if they will put money into securing this highway it has to be raised to the 14 ft. elevation to clear the FEMA flood heights. During the review of what would have to be done to put a highway on a levee 14 ft. high with certain angles would involve a 300 ft. R/W to relocate all the homes and businesses in that area. The mitigation cost would have been incredible and may have cost more than the highway itself. Also the maintenance would have been a problem because even if you haul in material, that would subside over the years. What happens when you have to raise another 2 ft. and need to shut down the roadway how do you get people to Fourchon? So that was all looked at in the EIS which is well documented and if anyone wants a copy he will get that to them.

Cheremie stated that the LA 1 Coalition does not want to do a study of the economic impacts. He mentioned that the homes and businesses would have to be relocated if raised the highway but here with the elevated highway they are putting them out of business. They would have been better off if they relocated them rather than put them out of business. An economic study was never done for the businesses from Golden Meadow to Leeville. The parish is going to lose a half a million dollars a year in taxes when those companies go out of business. Boulet stated the analysis was on if we could sustain the road, which Cheremie replied we could sustain the road and if you worked in Fourchon you would know. The LA 1 Coalition is just using a way to get out of doing an economic study.

Melancon stated that he appreciates that Boulet continues to update the board and wants him to keep coming back. Vizier questioned after the work is finished near the Texaco Dock to the levee when would they start working on the levee to Leeville, which Boulet replied that if the President's Jobs Bill and the aspect for infrastructure goes thru and the republicans and democrats approve to put money on infrastructure throughout the country we could apply for that right away. We are not sure if we would do the middle section (Section B) first or we may do Section C first because we have to build an overpass coming north to give landowners access to get a drilling rig in. The advantage in doing Section C first is when we do Section B an end-on-end contractor could work on both ends and do it much quicker. The construction phases may be determined by the amount of funds coming from Washington. Vizier questioned if it will be 2 separate contractors or one, which Boulet replied that if we did the overpass in Leeville it would likely be one contractor also if it is a contractor working on both ends such as James Construction did by coming up with two mechanisms to meet in the middle. Chiasson mentioned that we have been hearing out of Washington that a federal highway bill is coming. So when we do hear that they are looking at doing this bill we will make a push. The Dept. of Homeland Security study is important because we don't have a lot of population here which is typically what they look at in funding projects. Our only hope is to show them the impact to our economy and why it is important to the nation.

Committee Reports

Executive Committee - The committee met on October 26, 2011 at the Operations Building in Fourchon. Present was Perry Gisclair and Larry Griffin. Jimmy Lafont and Wilbert Collins were absent. The committee also met on November 7, 2011 at the Administration Building in Galliano with all members present.

Upon motion by John Melancon and second by Perry Gisclair, the board unanimously approved the request from Abdon Callais Offshore to assign lease to C&C Offshore. Discussion followed by Chiasson stating that ACO no longer wants the wharf in the marina. Gisclair stated that C&C previously rented wharf space from the Seafood lessee which is no longer available and being used by their own fishing vessels.

Upon motion by Chuckie Cheremie and second by Wilbert Collins, the board unanimously approved the request from Express Supply & Steel for Landlord Waiver.

Upon motion by Jimmy Lafont and second by Ervin Bruce, the board unanimously approved the request from Guidry Brothers, Inc. to lease an additional 500 LF on Site GLF622. Discussions followed by Gisclair who stated that they initially requested 400 LF of property then added on 100 LF and now

with the additional 500 LF of property it totals 1,000 LF. Chiasson stated that with this additional 500 LF the Port will work with Guidry Brothers to help in development of their site not to exceed \$5 million which will then be added to their improvement rental as we do for bulkhead and dredging. Melancon stated that with this it leaves 771 LF available to lease along Slip B. Collins questioned how wide is Slip B, which Chiasson replied the slip is 700 ft. wide with 300 ft. of channel and 200 ft. of mooring allowed in front of lease sites.

Upon motion by John Melancon and second by Wilbert Collins, the board unanimously adopted the DOTD resolution authorizing the Port Commission to submit an application for Port Priority Program assistance for the Northern Expansion Slip C, Bulkhead and Dredging, Phase VI. Chiasson stated that this new application is to request funding for Slip C Dredging and 1800 LF Bulkhead construction. The request is for \$5 million a year for the next 3 years and will hopefully be approved by July 2012.

Upon motion by Jimmy Guidry and second by Perry Gisclair, the board unanimously approved the Intergovernmental Cooperative Endeavor Agreement between the GLPC and Lafourche Parish Government regarding Clovelly Road/Boat Launch maintenance. Chiasson stated that this was budgeted from a request of a commissioner last year to participate in funding \$10,000 in maintenance. Cheramie stated that he spoke to the people who use the boat launch and they appreciate and thanked the Port for participating.

Permits & Waterways Committee - The committee met on October 26, 2011 at the Operations Building in Fourchon. Present was Perry Gisclair and Larry Griffin. Chuckie Cheramie and Jimmy Lafont were absent. The committee also met on November 7, 2011 at the Administrations Building in Galliano with all members present.

Chairman Cheramie presented to the board the permit applications from the Town of Golden Meadow, Apache Corporation, Louisiana Delta Oil Company, and South Lafourche Levee District.

Construction & Development Committee - The committee met on October 26, 2011 at the Operations Building in Fourchon. Present was Chairman Ervin Bruce, Donald Vizier, John Melancon, and Larry Griffin. The committee also met on November 7, 2011 at the Administration Building in Galliano with all members present.

Upon motion by Perry Gisclair and second by John Melancon, the board unanimously adopted the DOTD resolution accepting the work for Slip B 1871 LF Bulkhead project.

Upon motion by Ervin Bruce and second by Wilbert Collins, the board unanimously approved the DOTD Sponsorship Agreement for the Parallel Taxiway "A" South Paving to fund \$226,024.00.

Upon motion by Ervin Bruce and second by John Melancon, the board unanimously approved the DOTD Sponsorship Agreement for the Airport Hangar & Foundation project to fund \$150,000.00.

Upon motion by Ervin Bruce and second by Perry Gisclair, the board unanimously approved the DOTD Sponsorship Agreement for the Perimeter Fencing project to fund \$14,741.00.

Upon motion by Ervin Bruce and second by John Melancon, the board unanimously approved the Clear Lien Certificate from Adesta, LLC for the 400 ft. Tower and Foundation project.

Upon motion by Ervin Bruce and second by Wilbert Collins, the board unanimously approved the Substantial Completion Certificate dated October 21, 2011 from Ernest P. Breaux Electrical for the Telecommunication Infrastructure project.

Upon motion by Ervin Bruce and second by John Melancon, the board unanimously approved the Substantial Completion Certificate dated October 21, 2011 from Cellxion for the Communication Buildings.

Upon motion by Ervin Bruce and second by Perry Gisclair, the board unanimously approved the Change Order No. 2 from Prime Controls an increase of \$35,564.27 with 45 additional days for the Installation and Upgrade of a Wireless Video Surveillance System.

Finance Committee - The committee met on October 26, 2011 at the Operations Building in Fourchon. Present was Chairman Jimmy Guidry, John Melancon, and Larry Griffin. Wilbert Collins was absent. The committee also met on November 7, 2011 at the Administration Building in Galliano with all members present.

Upon motion by Jimmy Guidry and second by Wilbert Collins, the board unanimously approved payment of October invoices and recognized expenditures over \$10,000. Chiasson stated that the \$384,000 payment to LA Wildlife and Fisheries is for a vessel which the Port is the fiduciary agent transferring funds from a Port Security Grant.

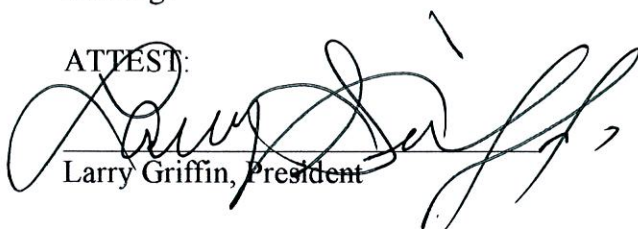
Upon motion by Jimmy Guidry and second by John Melancon, the board unanimously approved the October 2011 financial statements.

President Griffin opened the floor for public comment. Mr. Farrell Charpentier addressed the board. He directed his first question in regards to the TWIC card readers. What role other than law enforcement would the TWIC readers be used in the Port, which Chiasson replied that they will be used for access into those facilities who applied for the grant. There are other ways to use this possibly for emergency access after storms. We have not come up with the policy on how it will be fully utilized and certainly when that is determined there will be a meeting with the users of the Port. Charpentier questioned if the Port envisions a security check point along LA 3090 at N.J. Theriot Road or A.J. Estay Road, which Chiasson stated no. Charpentier questioned the mooring dolphins across from HOS Port if that is for general use, which Chiasson replied that the first 9 dolphins are being leased to HOS Port, the second 9 dolphins are at a first come first serve basis unless a company request renting for a certain period of time. They are available to be leased by any company to use. We do anticipate constructing another set of 9 dolphins if the budget is approved at the end of this year. We understand the mooring issues in the Port. Charpentier stated that a couple of months ago, he had a rig moor at the mouth of Slip B and was approached by a Harbor Police Officer who stated that there was a daily fee rate to moor in that area so he did move. The officer was very courtesy and professional.

Charpentier questioned the status of the lighting on the jetties; Vizier replied that we did bring that to the USCG who is responsible. Charpentier stated that as of last week, there are no lights on the jetties. He stated that he was here about 2 years ago complaining about the same issue. He insists that the lighting is inadequate. The people, the mariners, and the Port deserves better than that. Someone here needs to do some leg work and push somewhere. Is it feasible or can the Port Commission take over the lighting of the jetties, which Chiasson replied that if we do that we would have it forever and we don't want to go that route. We will have to put pressure on the USCG to get it done. Charpentier stated that the last time he came before the board was 2 years ago and we still have 2 slanted casings with no lights, 2 nun buoys with an elevation of only 4 ft. off the water which is inadequate when vessels or 30 ft. and 50 ft. above the water. He requested that someone do some leg work and contact the USCG or department in charge of maintenance to at least get back the inadequate lighting on the jetties. Vizier recommended that Charpentier get with Harbor Police Chief to make an appointment with the USCG and see about getting some results. Collins stated that he remembers that Charpentier came here 2 years ago and at that time we did talk to the USCG but nothing was ever done, which Charpentier replied that is why we need to be persistent because it is a big safety issue. Lafont stated that he is a strong believer in numbers and Charpentier is the only one to come here and complain about the lighting, so before you go to the USCG you should get with other mariners to get letters and official complaints from them to back you up when you do meet with USCG. Charpentier replied that with the social media networking we are in today he has received dozens of emails and text thanking him for speaking up for the mariners. There are concerned mariners. Lafont stated to get the companies and names. Vizier stated that maybe the Port can do a survey. Chiasson stated that before we do a survey, we can talk to the USCG to go look at it. We will have to keep the pressure on them. We can also contact our congressional delegation to get that done.

Upon motion by Jimmy Lafont and second by Jimmy Guidry, the board adjourned the regular meeting.

ATTEST:


Larry Griffin, President


Wilbert Collins, Secretary