



LOUISIANA INTERNATIONAL
GULF TRANSFER TERMINAL



**“LOUISIANA”
THE GATEWAY
TO
NORTH
AMERICA**



**THE LARGEST
CONTAINER
SHIPS CAN NOT
ENTER THE
UNITED STATES**







Biggest Container Ships in the World, listed by TEU capacity

Built	Name	Maxium TEU	Built	Name	Maxium TEU	Built	Name	Maxium TEU
2006	Emma Mærsk	14,500	2006	Hannover Bridge	9,040	2005	Houston Express	8,400
2007	Eleonora Mærsk	14,500	2007	Harbour Bridge	9,040	2005	Savannah	8,400
2006	Estelle Mærsk	14,500	2007	Humen Bridge	9,040	2006	Mærsk Stralsund	8,400
2007	Evelyn Maersk	14,500	2002	Charlotte Mærsk	8,890	2006	Mærsk Saigon	8,400
2006	Georg Mærsk	10,150	2002	Clementine Mærsk	8,890	2006	Mærsk Seoul	8,400
2006	Gerd Mærsk	10,150	2002	Columbine Mærsk	8,890	2006	Mærsk Surabaya	8,400
2005	Gjertrud Mærsk	10,150	2002	Cornelia Mærsk	8,890	2004	CMA CGM Hugo	8,238
2005	Grete Mærsk	10,150	2007	Osaka Express	8,750	2004	CMA CGM Vivaldi	8,238
2005	Gudrun Mærsk	10,150	2005	Colombo Express	8,749	2004	MSC Rachele	8,238
2005	Gunvor Mærsk	10,150	2006	Chicago Express	8,749	2004	Pacific Link	8,238
2006	CSC Le Havre	9,580	2005	Kyoto Express	8,749	2006	CMA CGM	8,204
2006	CSC Pusan	9,580	1999	Clifford Mærsk	8,680	2006	CMA CGM Don	8,204
2007	Xin Hamburg	9,580	1999	Salina Mærsk	8,680	2006	CMA CGM Don	8,204
2007	Xin Hong Kong	9,580	1999	Trinidad Mærsk	8,680	2006	CMA CGM	8,204
2006	Xin Los Angeles	9,580	1999	Skagen Mærsk	8,680	2005	Cosco China	8,204
2006	Xin Shanghai	9,580	1998	Sofie Mærsk	8,680	2006	Cosco Germany	8,204
2006	Cosco Beijing	9,469	1999	Stella Mærsk	8,680	2006	Quebec Napoli	8,204
2006	Cosco Hellas	9,469	1997	Solvejg Mærsk	8,680	2006	YM Ulsion	8,189
2006	Cosco Guangzhou	9,469	1999	Susan Mærsk	8,680	2006	YM Utmost	8,189
2006	Cosco Ningbo	9,469	1999	Svend Mærsk	8,680	2005	MSC Lucy	8,089
2006	Cosco Yantian	9,469	1999	Sverdrup Mærsk	8,680	2005	MSC Maeva	8,089
2006	CMA CGM Fidelio	9,415	2000	Å P. Miller	8,680	2005	MSC Rita	8,089
2006	CMA CGM Medea	9,415	2000	Caroline Mærsk	8,660	2005	MSC Busan	8,089
2006	CMA CGM Norma	9,415	2000	Carsten Mærsk	8,660	2005	MSC Beijing	8,089
2006	CMA CGM	9,415	2001	Chastine Mærsk	8,660	2006	MSC Toronto	8,089
2003	Arnold Mærsk	9,310	2001	Cornelius Mærsk	8,660	2006	MSC Charleston	8,089
2003	Anna Mærsk	9,310	2005	CMA CGM Otello	8,488	2006	MSC Vittoria	8,089
2004	Albert Mærsk	9,310	2006	CMA CGM Tosca	8,488	2005	Ever Champion	8,073
2004	Adrian Mærsk	9,310	2006	CMA CGM	8,488	2005	Ever Charming	8,073
2003	Arthur Mærsk	9,310	2006	CMA CGM La	8,488	2006	Ever Chivalry	8,073
2003	Axel Mærsk	9,310	2004	CSC Europe	8,468	2006	Ever Conquest	8,073
2006	NYK Vega	9,200	2005	CSC Africa	8,468	2006	Ital Contessa	8,073
2007	NYK Venus	9,200	2004	CSC America	8,468	2005	Lt Cortesia	8,073
2007	NYK Vesta	9,200	2004	CSC Asia	8,468	2006	OOCL Asia	8,063
2006	MSC Esthi	9,178	2004	CSC Oceania	8,468	2005	OOCL Atlanta	8,063
2005	MSC Pamela	9,178	2006	Mærsk Seville	8,452	2006	OOCL Europe	8,063
2005	MSC Susanna	9,178	2005	Mærsk Santana	8,452	2004	OOCL Hamburg	8,063
2005	MSC Chicago	9,178	2006	Mærsk Sheerness	8,452	2003	OOCL Long	8,063
2005	MSC Bruxelles	9,178	2005	Mærsk Sarnia	8,452	2004	OOCL Ningbo	8,063
2006	MSC Roma	9,178	2005	Mærsk Sydney	8,452	2003	OOCL Shenzhen	8,063
2006	MSC Madeleine	9,100	2006	MSC Heidi	8,400	2005	OOCL Tianjin	8,063
2006	MSC Ines	9,100	2005	MSC Rania	8,400	2007	OOCL Tokyo	8,063
			2006	MSC Silvana	8,400			

••• MORE SHIPS THAT CAN NOT ENTER ANY UNITED STATES PORT

Recent New Building Announcements

- *Maersk* orders ten new “Triple-E” 18,000 TEU ships from Korean shipbuilder Daewoo w/option for 20 more
- *Hamburg Süd* orders six 9,600 TEU ships from Hyundai Heavy Industries
- *Hanjin* takes delivery of second & third of five 8,600 TEU class ships from Hyundai Samho Heavy Industries
- *COSCO Vietnam*, last of eight 8,500 TEU ships delivered by Hyundai Heavy Industries





Chinese deep-water port at Yang Shan, near Shanghai

Lies in the East China Sea

\$15 billion to develop

20-mile highway to facility

30 berths by 2010

20 million containers a year, expecting 30 million a year

North American hit with container from China

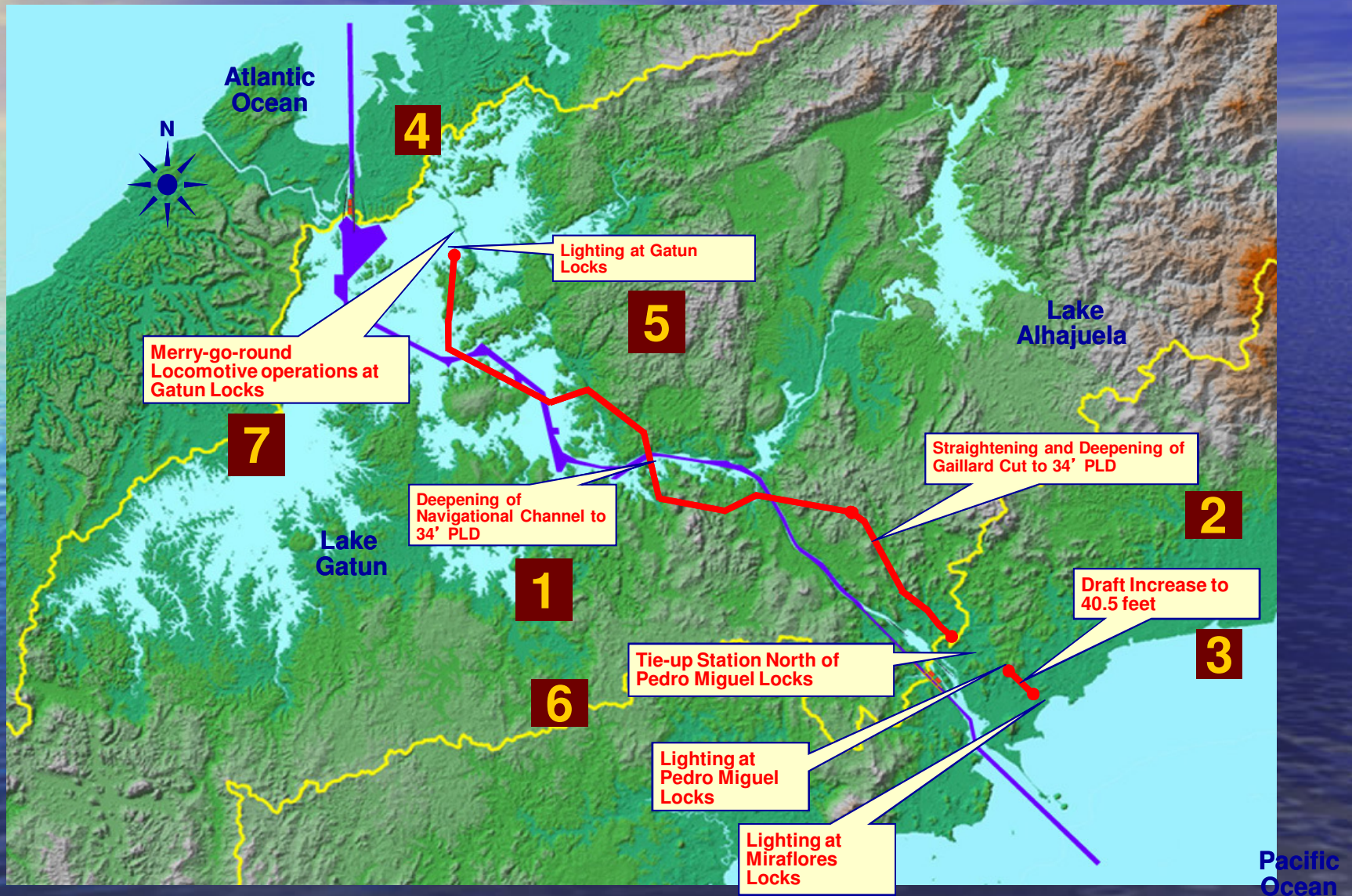
<http://www.worldnetdaily.com/news/article.asp?ARTICLE>



PANAMA CANAL 2014 MASTER PLAN TO EXPAND CAPACITY



PANAMA CANAL IMPROVEMENTS



**POSITION LOUISIANA AS THE NEW
INTERNATIONAL HUB TO GO
AFTER INCREMENTAL
BUSINESS.....**

**.....THE SUPER-SIZED CONTAINER
CARGO SHIPS DESTINED FOR
NORTH AMERICA THAT ARE GOING
TO THE DEEP WATER PORTS OF
FREEPORT, JAMAICA AND
COLUMBIA.**

STRONG GROWTH CONTINUES

Port Capacity – China Imports



“OUR MISSION”

**MOVE THIS ACTIVITY TO
THE LOUISIANA GULF
COAST AND CLAIM
LOUISIANA AS THE NEW
INTERNATIONAL HUB FOR
THE SUPER-SIZE
CONTAINER SHIPS.**



**THE
LOUISIANA
INTERNATIONAL
GULF TRANSFER
TERMINAL
(LIGTT)**

“A World Class Facility”



WHERE?

**...IN PERMANENTLY DEEP
WATER ON THE EAST
BANK OF THE
SOUTHWEST PASS.**



Image NASA

©2005 Google

Pointer: 28°55'59.95" N 89°23'12.10" W

Streaming [|||||] 100%

Eye alt: 31146 ft

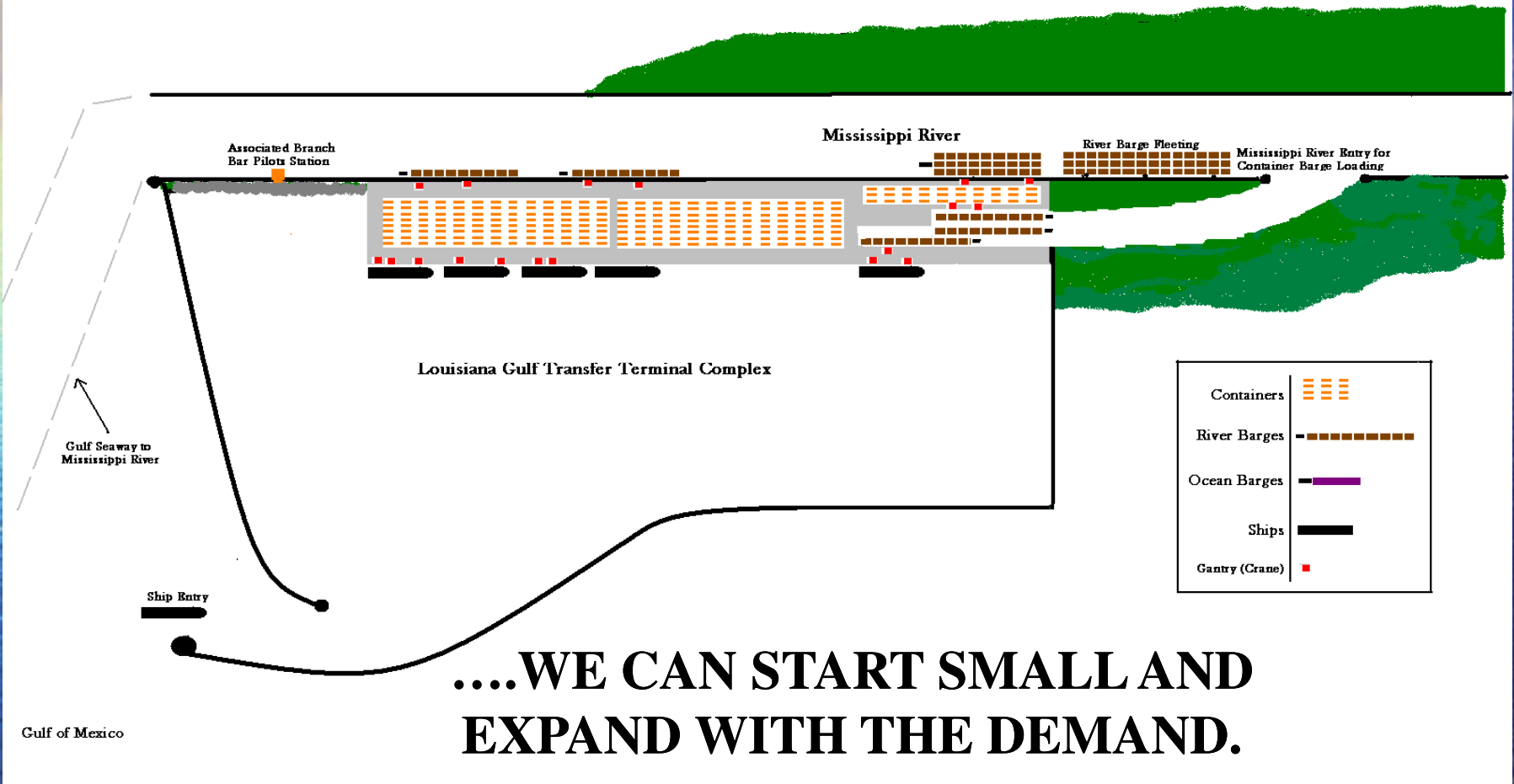




**WHAT WILL IT
LOOK LIKE?**

**HOW BIG SHOULD
WE BUILD IT?**

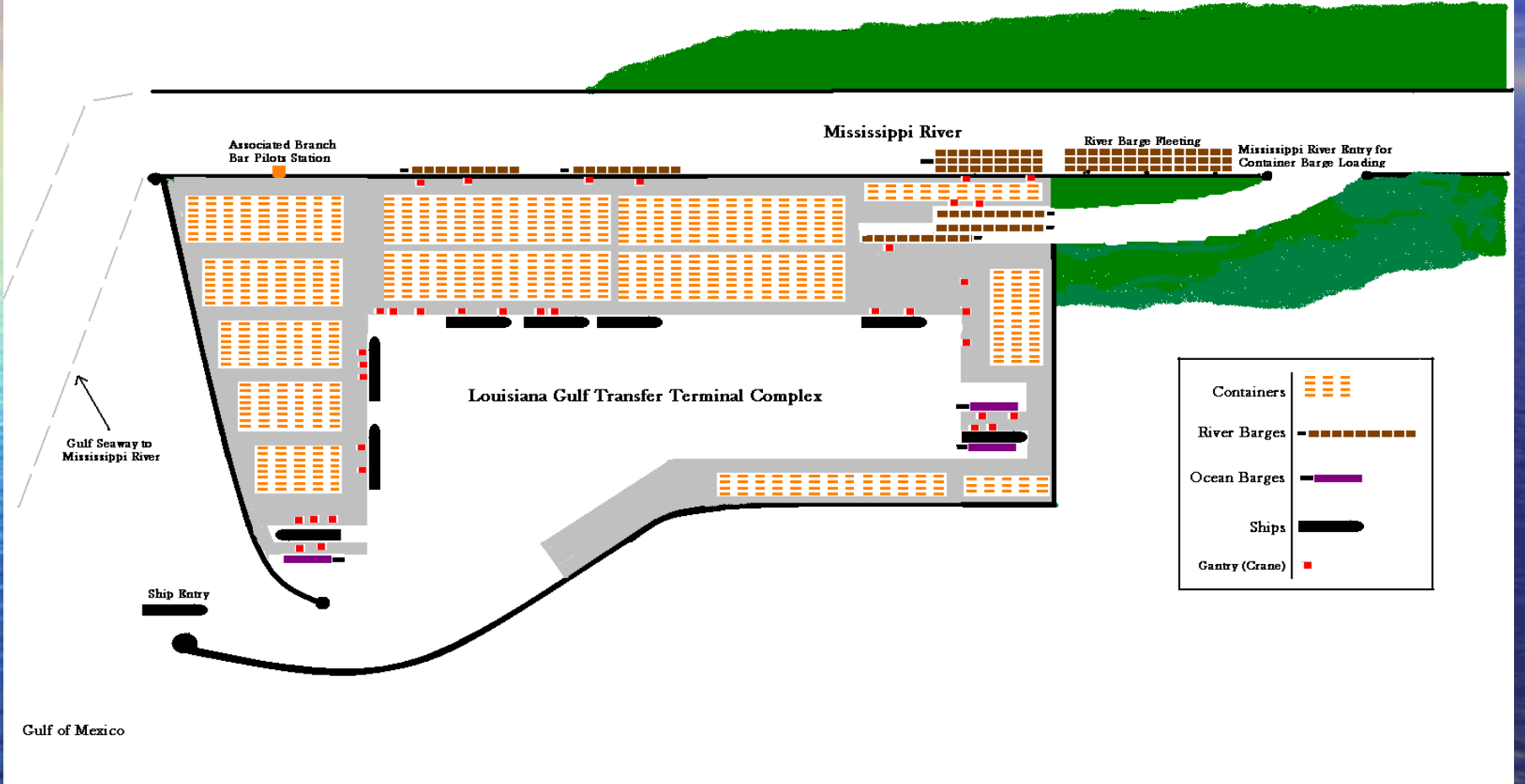
Gulf of Mexico



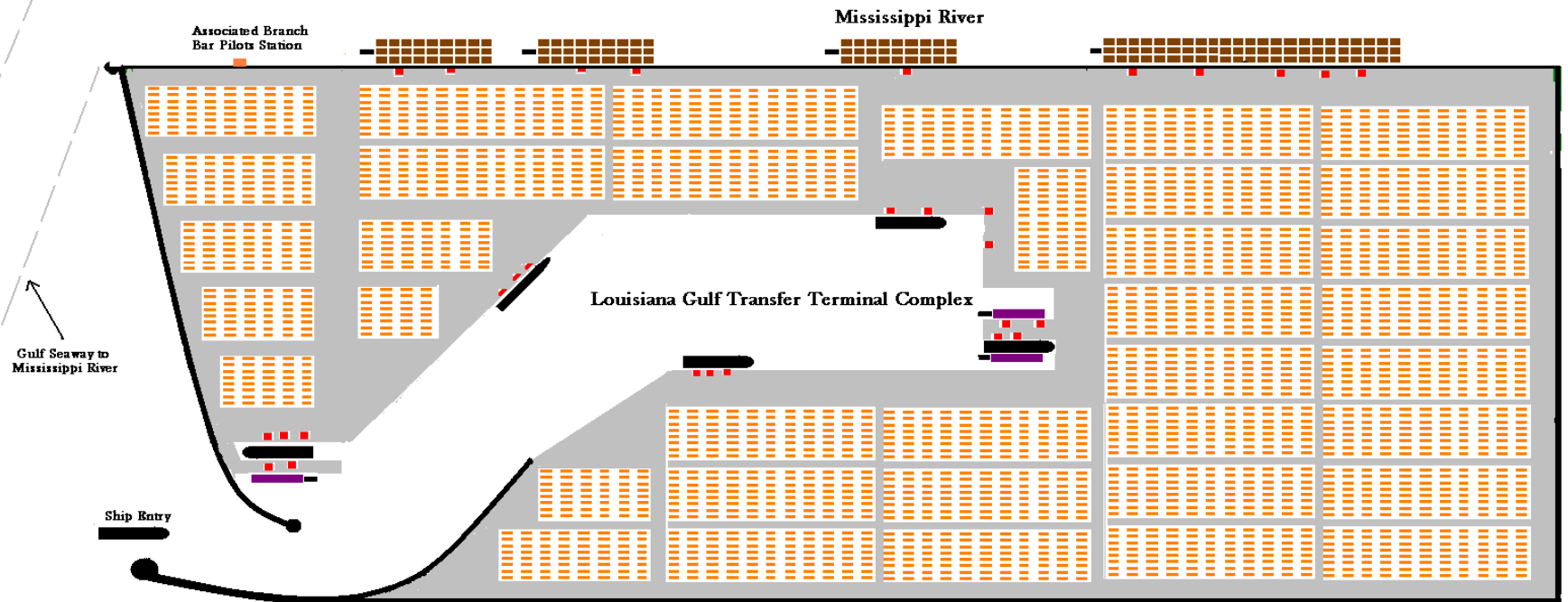
....WE CAN START SMALL AND EXPAND WITH THE DEMAND.

Gulf of Mexico

Gulf of Mexico



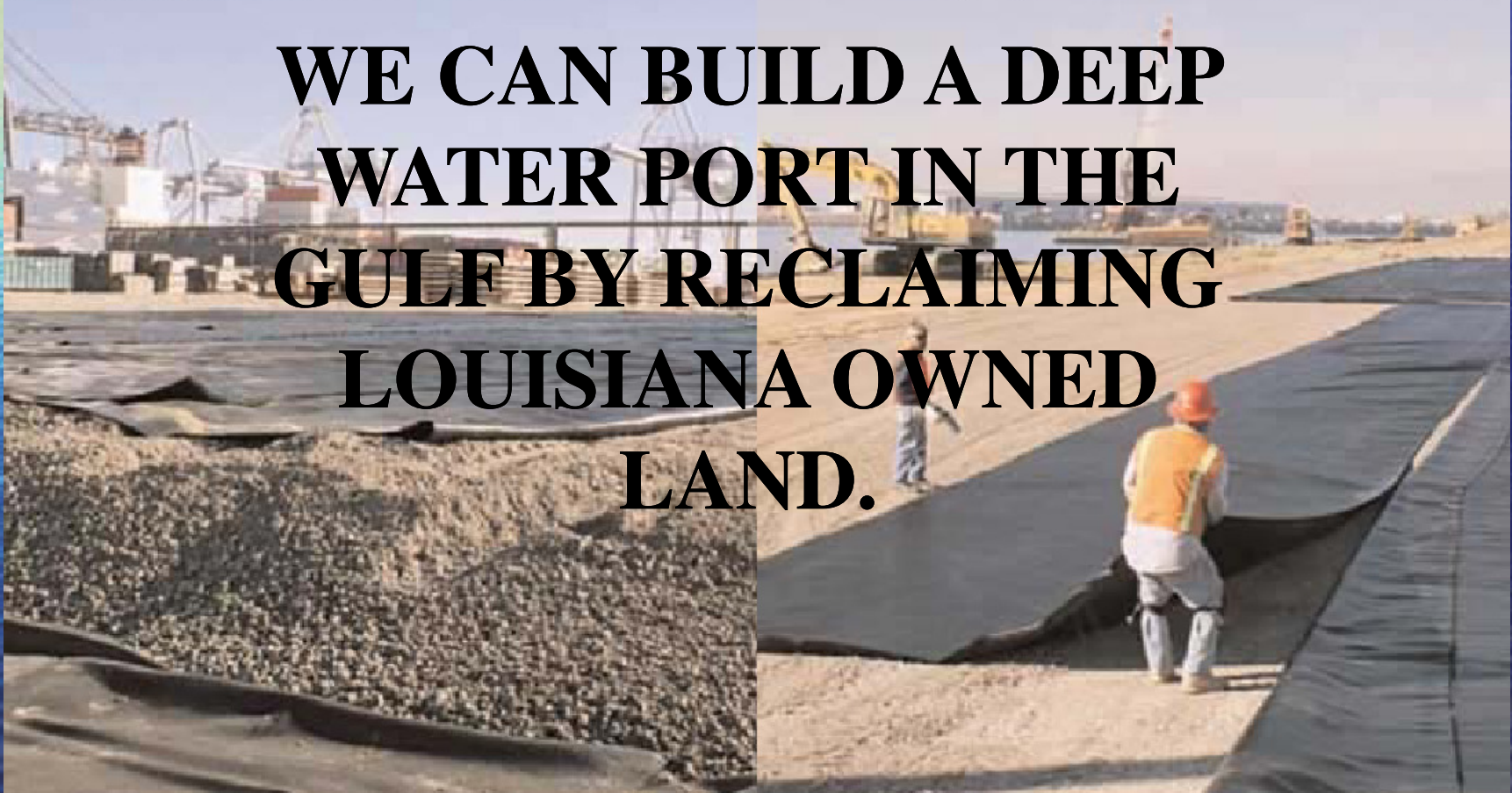
Gulf of Mexico



Gulf of Mexico



**WE CAN BUILD A DEEP
WATER PORT IN THE
GULF BY RECLAIMING
LOUISIANA OWNED
LAND.**



WHAT' S THE COST?

THIS PROJECT CAN BE
BUILT AND MAINTAINED
WITH PRIVATE FUNDS
GENERATED BY LONG
TERM LEASES.

(JUST ONE LA PORT LEASE: \$2 BILLION-25 YEARS)


*No public funds will be diverted from
existing ports in Louisiana or other states.*

A background image of a vast ocean under a sunset sky. The sky transitions from a deep blue at the top to a bright orange and yellow near the horizon, with wispy white clouds. The water is a deep blue with gentle ripples.

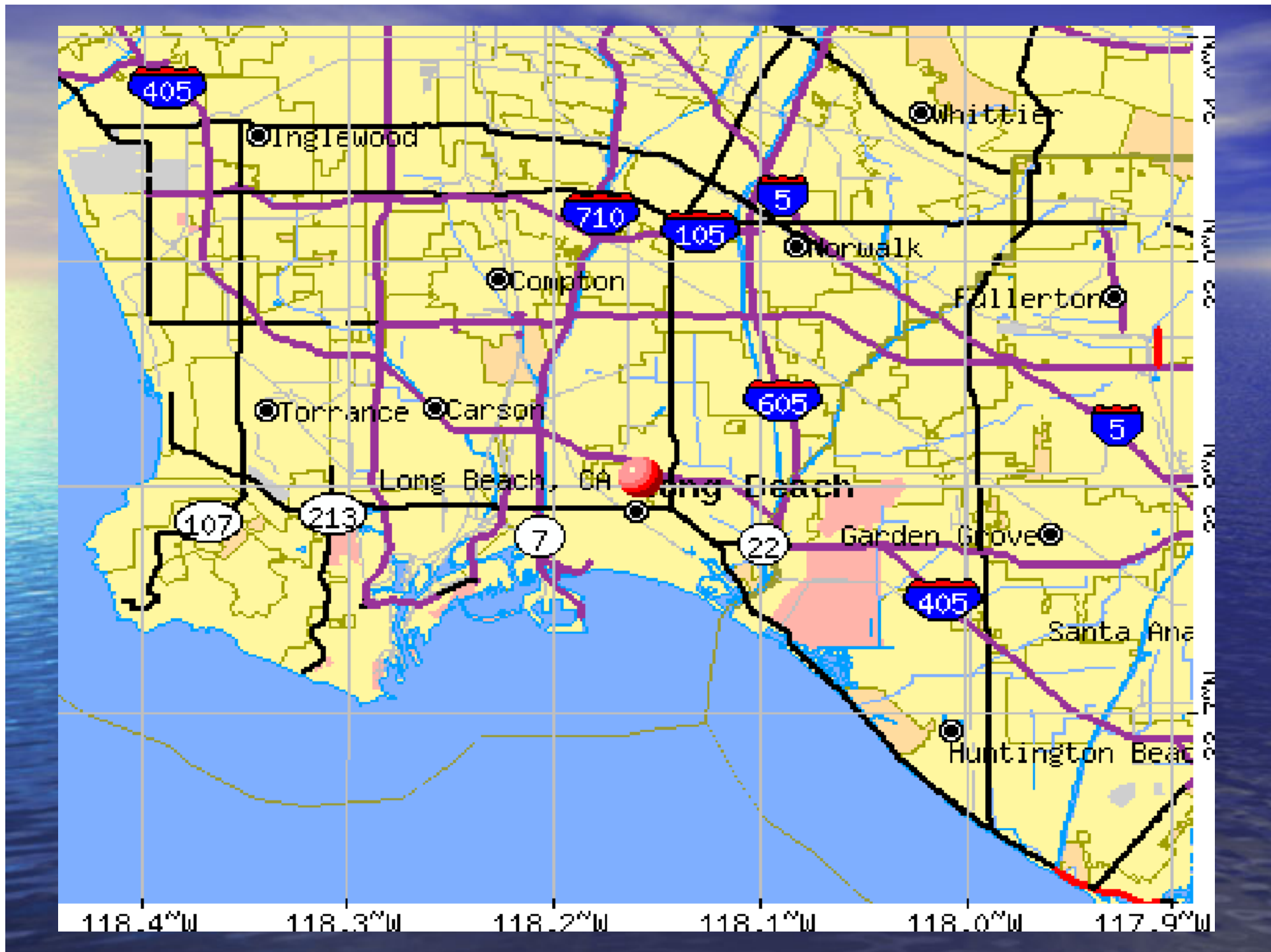
OCEAN-SIDE PORTS AROUND THE WORLD

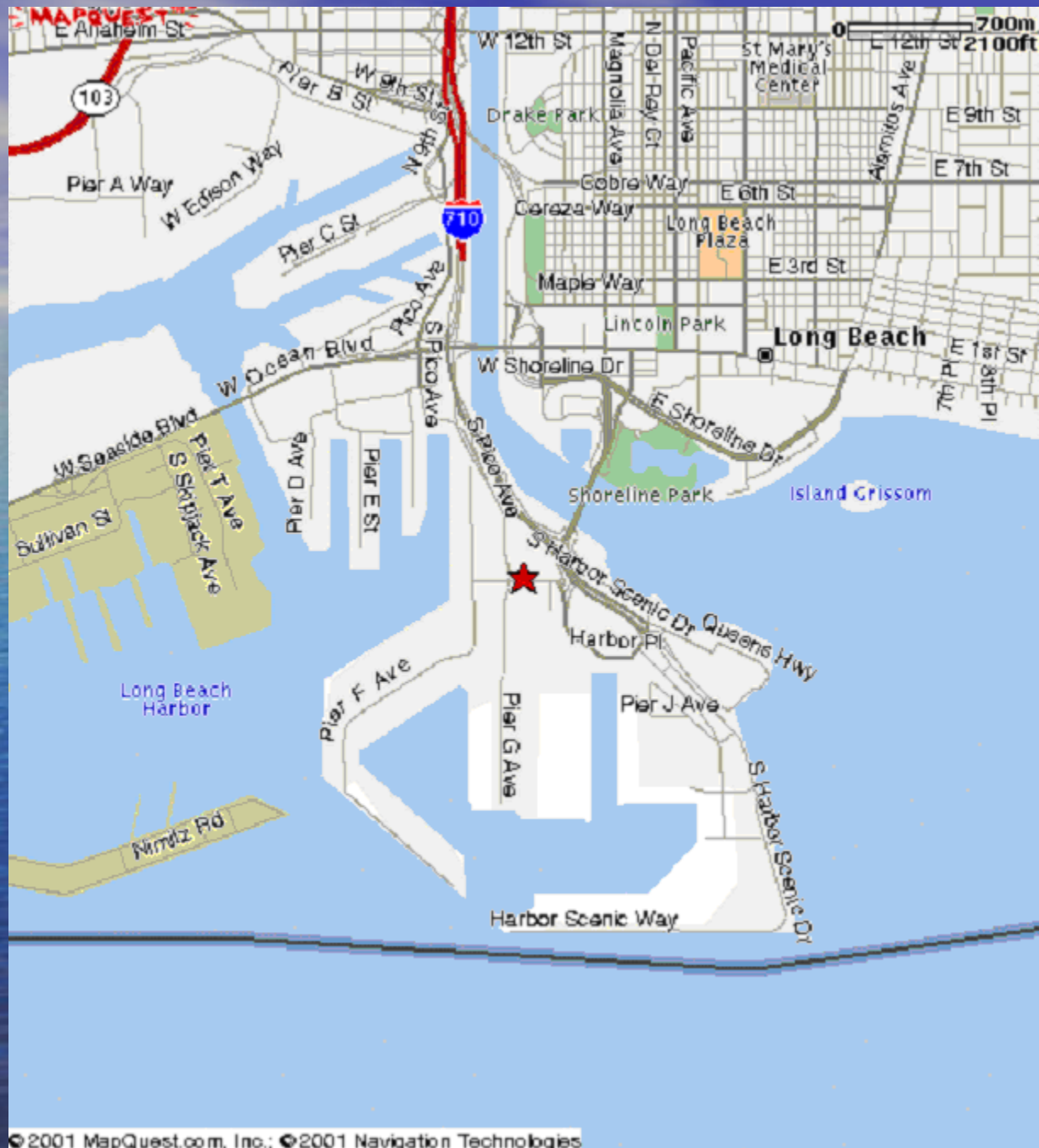


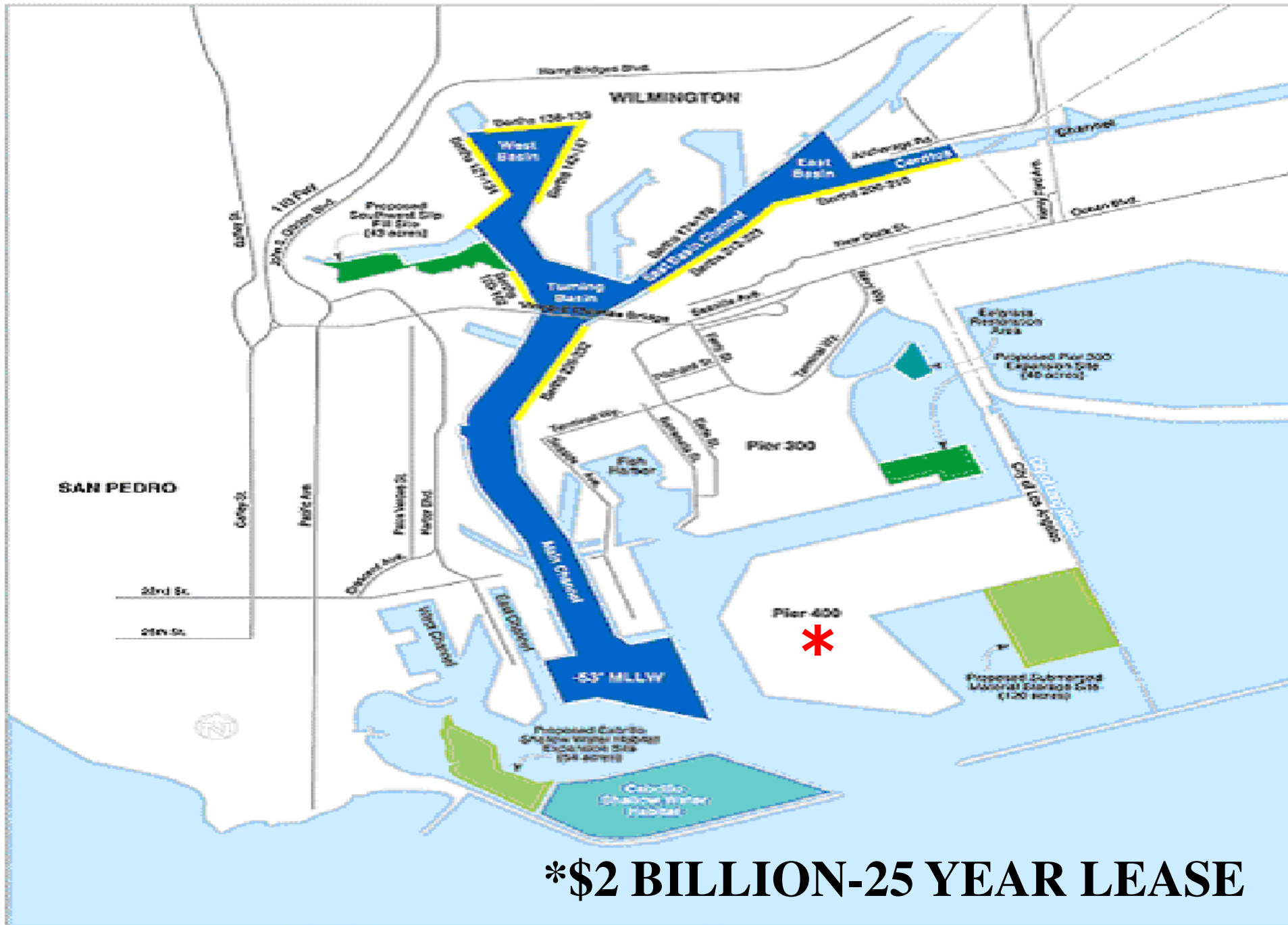




THE PORTS
Of
LOS ANGELES
And
LONG BEACH







***\$2 BILLION-25 YEAR LEASE**



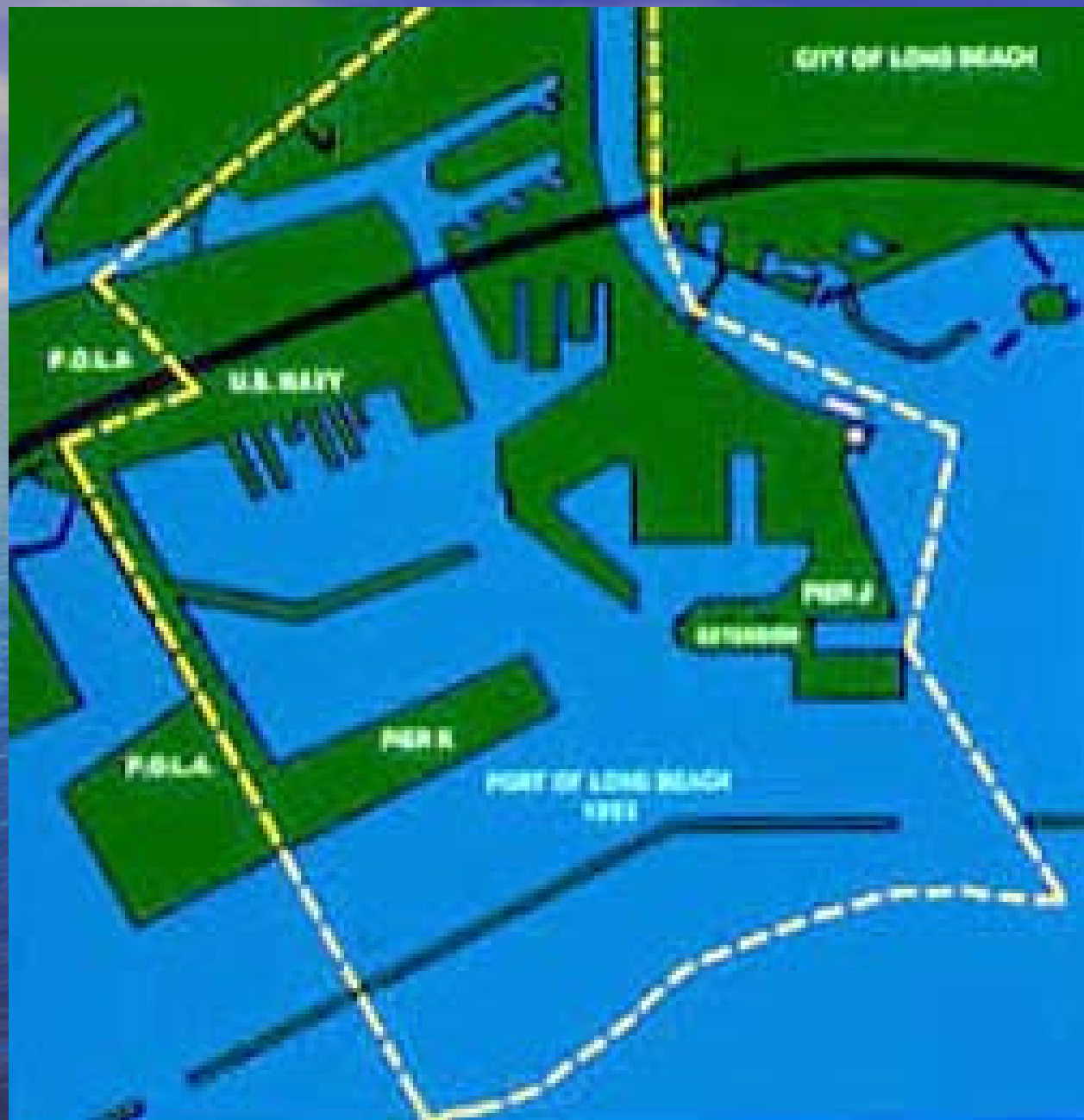


1930 The Federal Rivers and Harbor Act authorized construction of a 3.5 mile extension to the San Pedro Bay breakwater









WHY IN LOUISIANA?

LOCATION! LOCATION! LOCATION!

**HISTORICAL PROOF OF SUCCESS WITH WORLD
LEADING TONNAGE AND LOOP**

STRATEGIC LOCATION

NATURAL DEEP PORT WITH NO COSTLY DREDGING

CENTRAL TO OTHER GULF COAST PORTS

ACCESSABLE TO SOUTH AMERICAN PORTS

**TO PREPARE FOR THE WIDENING OF PANAMA
CANAL**

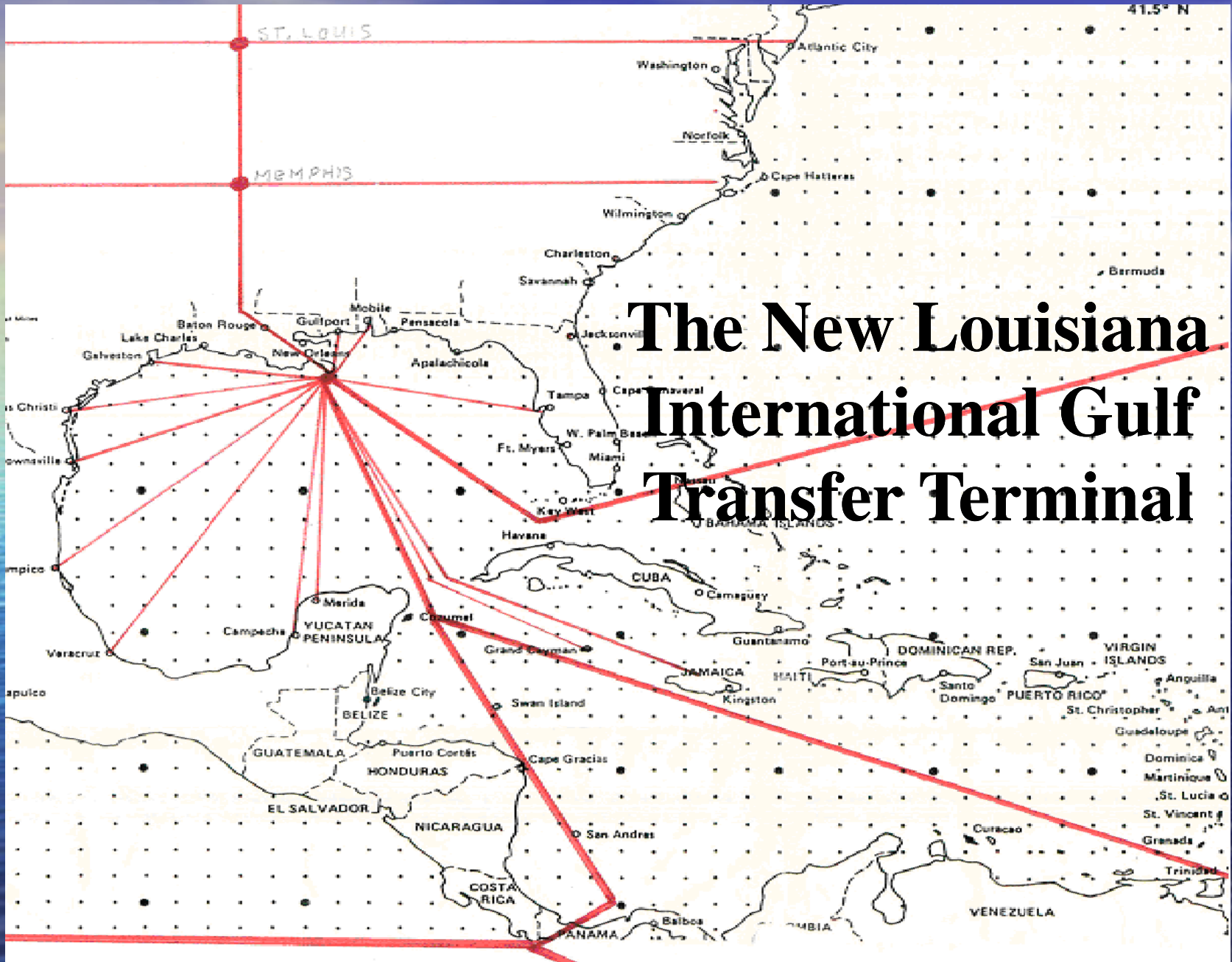
ENVIRONMENTALLY SAFE

HOMELAND SECURITY

STATE OWNED LAND

14,500 RIVER MILES THROUGH THE U.S.

FEED THE LOUISIANA NETWORK OF PORTS



The New Louisiana International Gulf Transfer Terminal

America's Heartland
Upper Mississippi

14,500 Miles of Inland Waterways

Reaching 33 States

Three Canadian Provinces

Millions of People

Wilderness Rivers

A Major Strategic Location Establishing A New Supply Chain Connecting South America to Canada through the Interior of the United States

Old South
Lower Mississippi

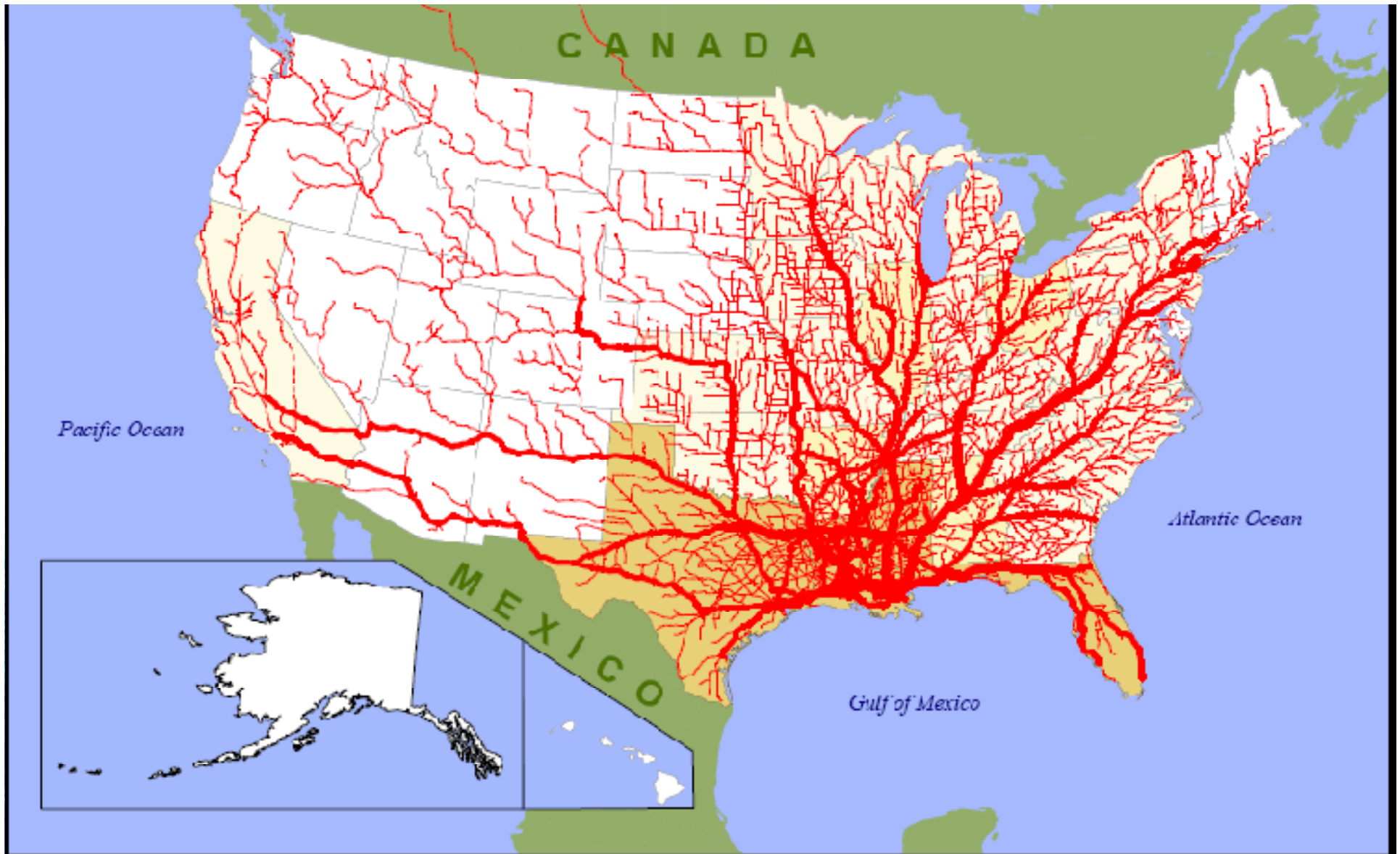




**LOUISIANA MUST TAKE
THE LEAD TO BEGIN
THE DEVELOPMENT OF
THIS NEW SUPPLY
CHAIN AND THIRD
MAJOR PORT OF ENTRY
IN TO THE UNITED
STATES.**

EQUATOR

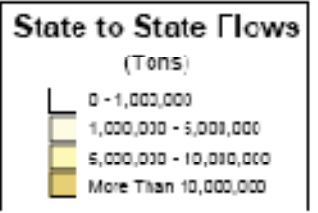
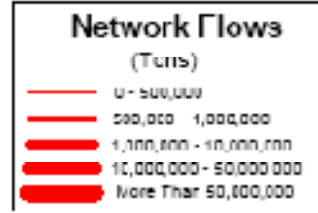
90°W



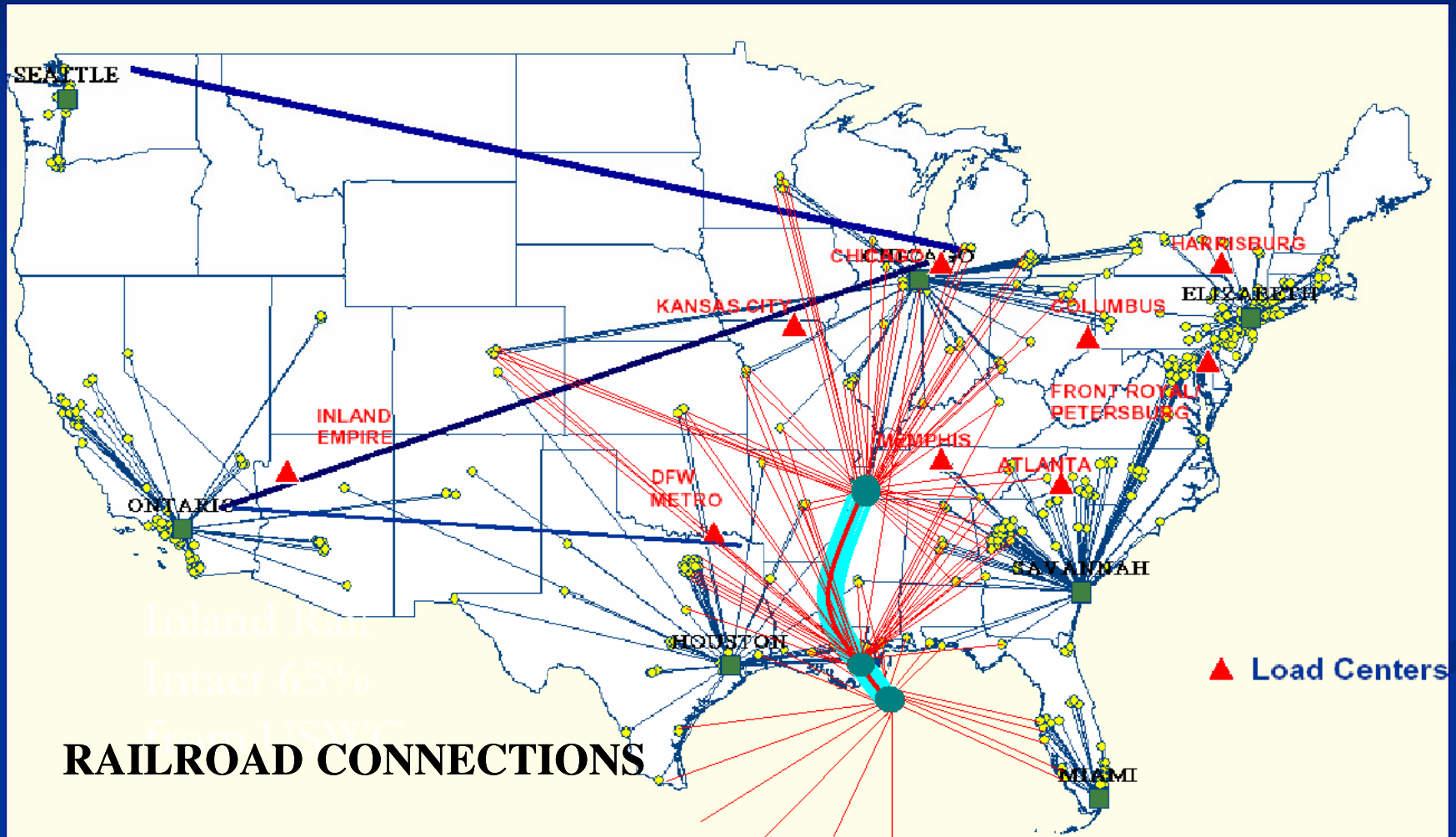
U.S. Department of Transportation
 Federal Highway Administration
 Office of Freight Management and Operations
 Freight Analysis Framework

Total Combined Truck Flows
 (1998)

LOUISIANA



Hub and Spoke Concept to Inland Load Centers



TEXAS PLANS FOR CHINESE CONTAINERS

April 4, 2007

TRANS-TEXAS CORRIDOR (TTC)

4,000 mile

1,200 Feet Wide

584,000 Acres To Be Purchased

50 Years To Build

Cost between 145.2 billion to 183.5 billion to complete
Goods from China and the far East into North America from Ports in Mexico
Plans for new traffic... through ports of Houston and Corpus Christi
New container ship traffic once a new set of locks at Panama for Megaships

Ron Paul has voiced major opposition to the project, calling it
“The NAFTA Super Highway”



Inland Ports

-
-
-
-
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nasco
 North America's
 SuperCorridor
 Coalition, Inc.

**LOUISIANA MUST BE READY
FOR THE WIDENING OF THE
PANAMA CANAL SET TO BE
COMPLETED IN 2014.**

**LOUISIANA MUST BE READY
FOR THE EXPONENTIAL
GROWTH OF CONTAINERIZED
CARGO SHIPPING AND BE
ABLE TO HANDLE THE
LARGEST SHIPS.**