

SECTION C1

LATTS STRATEGIC PORT SYSTEM

The specific ports and marine facilities included in the LATTS Strategic Port System were identified through a process involving interactive consultations between each individual state and the consultant team. The LATTS Steering Committee, working through the LATTS Working Committee representatives, approved a series of criteria to help identify a network of marine facilities which became the focus of subsequent LATTS analyses and assessments.

PORT CRITERIA

The identification of waterports for this study included both seaports and riverports that were considered to be part of the Strategic Transportation System and which met the following criteria:

1. Include all National Highway System (NHS) waterports and complexes which meet the following:
 - a) All NHS deep-waterports (channel depths of 35 feet or more).
 - b) All NHS shallow-draft facilities that currently handle 500,000 tons of waterborne Latin American cargo annually.
2. Include any proposed waterports that the respective State/Commonwealth believes:
 - a) Would meet the above criteria
 - b) Are realistic proposals within the next 10-15 years
(To be considered a realistic proposal, either State Legislation should have been introduced that provides project funding or a detailed implementation schedule or equivalent should have been adopted by a State/Commonwealth Agency).
3. Include the most significant waterport within any Alliance member that does not have a facility that meets the above “major gateway port” criteria.
4. Include those ports deemed to be of particular interest to each Alliance member (with each Alliance member being entitled to designate up to 5 facilities in whatever combination of transportation mode as the Alliance member felt best served their particular interests).

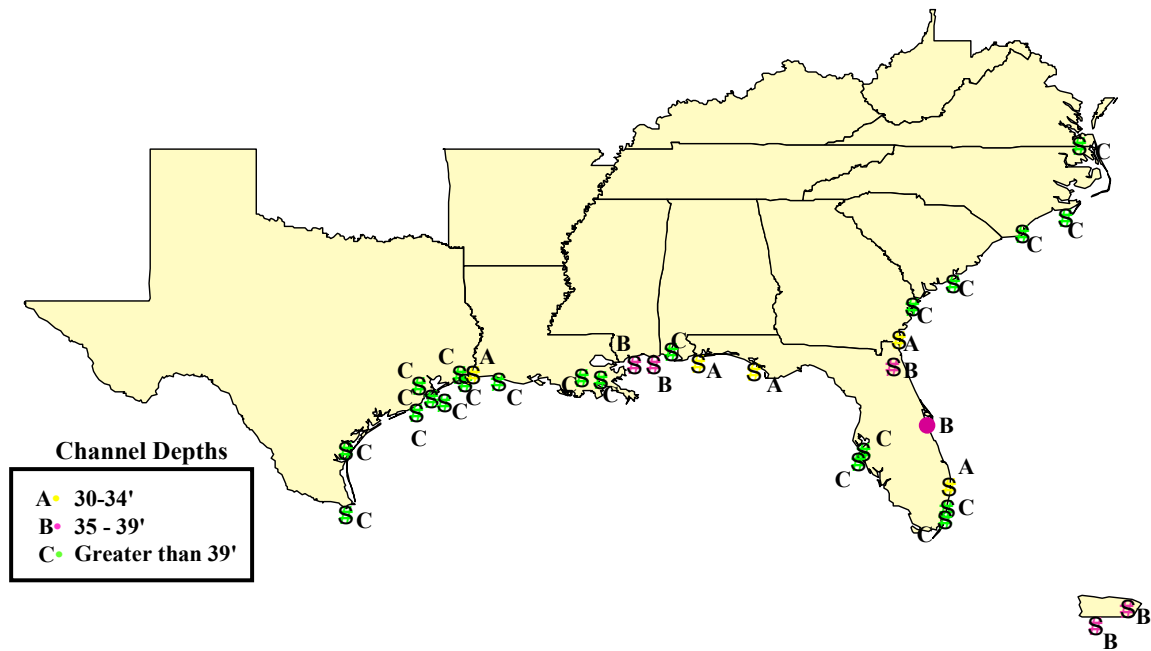
Deep-Water/Coastal Ports

Because significant portions of waterborne trade with Latin America involves the use of large ships, the LATTS Strategic Port System included all deep-waterports with channel depths of 35 feet or more.

Based on this criterion, 31 ports were evaluated to determine if they met the deep-waterport requirements. Ultimately, only 27 ports met the deep-waterport requirement as established for LATTS. However, the remaining four coastal ports that were initially evaluated as deep-waterports were determined to meet or

exceed the shallow draft facility requirements and they were included in the Strategic Port System on this basis. These 31 ports and their reported channel depths are listed in **Exhibit C1-1** (following page). A location map which also indicates channel depths is presented in **Exhibit C1-2**.

**Exhibit C1-2
LATTS DEEP-WATERPORTS – LOCATION MAP**



It should also be noted that a new deep-waterport, referred to as “Millennium Port,” has been proposed at the mouth of the Mississippi River. The Millennium Port concept envisions moving the Port of New Orleans terminals a distance of 100 miles to the mouth of the Mississippi River. As of the time of these analyses, no State Legislation had been introduced that would provide project funding or a detailed implementation schedule, nor had an equivalent initiative been adopted by an appropriate State Agency. Even though the Millennium Port did not meet study criteria, it was included in the LATTS Strategic Port System because of its special interest to the state.

In recognition of their special interest to their respective states, three other coastal ports also were included in the LATTS Strategic Port System even though they did not meet study criteria. Port Bienville in Mississippi is an industrial park having limited shallow draft access (12 foot channel). In South Carolina, facilities at Georgetown and Port Royal are of special interest to the state.

**Exhibit C1-1
DEEP-WATER/COASTAL PORTS AND CHANNEL DEPTHS**

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State	Port	Depth (ft.)	Meets Depth Criterion
Alabama	Mobile	45'	Yes
Florida	Jacksonville Port Authority	38'	Yes
	Port of Miami	42'	Yes
	Port Everglades	47'	Yes
	Canaveral Port Authority	36'-39'	Yes
	Port Manatee	40'	Yes
	Tampa Port Authority	43'	Yes
	Port of Palm Beach District	33'	No
	Port of Panama City	32'	No
	Port of Pensacola	33'	No
Georgia	Port of Savannah	42'	Yes
	Port of Brunswick	30'	No
Louisiana	Lake Charles Harbor & Terminal District	40'	Yes
	Port of New Orleans	36'-45'	Yes
	Port of South Louisiana	45'	Yes
Mississippi	Port of Gulfport	36'	Yes
	Port of Pascagoula	38'	Yes
North Carolina	Port of Morehead City	45'	Yes
	Port of Wilmington	40'	Yes
Puerto Rico	Port of Ponce	35'	Yes
	Port of San Juan	35'	Yes
South Carolina	Charleston	42'-45'	Yes
Texas	Port of Beaumont	40'	Yes
	Port of Brownsville	42'	Yes
	Port of Corpus Christi	45'	Yes
	Port of Galveston	40'	Yes
	Port of Houston	36'-40'	Yes
	Port of Port Arthur	42'	Yes
	Port of Texas City	45'	Yes
	Port of Lavaca	36'	Yes
Virginia	Norfolk	50'	Yes

Shallow Draft/Inland Ports

Study criteria also provided for the inclusion of certain shallow-draft port facilities that were located within the LATTS Study Region. This criterion addressed those shallow draft ports which handle in excess of 500,000 tons annually of Latin American cargo. The rationale behind this criterion is that these are the types of facilities that play a significant role in Latin American trade, and thus should be an integral part of this study.

Identification of several of the shallow-draft port facilities required the use of the LATTS trade databases. Using these databases, the volumes of Latin American cargo handled at candidate shallow-draft ports were determined. Eleven shallow draft port facilities were examined on the basis of trade volumes.

A list of the shallow draft facilities evaluated thusly, is presented in **Exhibit C1-3**.

Exhibit C1-3 SHALLOW DRAFT PORT FACILITIES

State	Port Facility	Volume Range
Tennessee	International Port of Memphis	>500,000 tons, as of 1996
Arkansas	Little Rock Port Authority Port of Pine Bluff	> 500,000 tons , 2020 (projected)
Kentucky	Paducah Riverport Louisville-Jefferson Riverport Owensboro Riverport Authority	
Louisiana	St. Bernard Harbor & Terminal District Port of Greater Baton Rouge Port of Plaquemines Parish Port of Morgan City	
West Virginia	Jackson County Marine & Indust. Ctr.	

While a number of these facilities failed to meet the LATTS criterion based upon 1996 trade volumes, they were projected to exceed the prescribed threshold by the year 2020. It was determined that, based upon this potential, they should be included in the LATTS Strategic Port System.

In addition, because of their special importance to particular Alliance members, five other facilities were included. This includes inland riverport facilities at Ashland (KY), Richmond (VA), Huntington (WV) and Wierton (WV). Also, the "inland port" at Front Royal, VA was included even though it does not have port facilities, but instead operates as a remote freight handling facility for the Port of Norfolk. Similarly, even though it does not have port facilities, the intermodal rail yard at Ebony/Harvard (AR) was included because of its special importance to Arkansas as a major freight facility.

LATTS STRATEGIC PORT SYSTEM

As noted above, there were a number of ports which met the criteria for inclusion in the LATTS Strategic Port System. A number of other facilities were added by the liberal application of the criteria. Still others, which did not meet study criteria, were included because of their special importance to their respective Alliance members.

As a consequence of this approach, a total of 52 ports were included in the LATTS Strategic Port System. Of these, 35 were deep-water/coastal facilities while 17 were shallow-draft/inland facilities.

A complete list identifying all of the LATTS deep-water and shallow draft facilities that were included in the LATTS Strategic Port System is presented in **Exhibit C1-4** (following page).

Exhibit C1-5 identifies the location of the ports that were included in the LATTS Strategic Port System.

**Exhibit C1-5
LATTS STRATEGIC PORT SYSTEM**



**Exhibit C1-4
LATTS STRATEGIC PORT SYSTEM**

STATE	PORT NAME	STATE	PORT NAME	
Alabama	Mobile	Mississippi	Port of Gulfport Port of Pascagoula Port of Bienville	
Arkansas	Little Rock Port Authority Port of Pine Bluff Ebony/Harvard		North Carolina	Port of Moorhead City Port of Wilmington
Florida	Jacksonville Port Authority Port of Miami Port Everglades Canaveral Port Authority Port Manatee Tampa Port Authority Port of Palm Beach District Port of Panama City Port of Pensacola	Puerto Rico	Port of Ponce Port of San Juan	
		South Carolina	Charleston Georgetown Port Royal	
		Tennessee	International Port of Memphis	
		Texas	Port of Beaumont Port of Brownsville Port of Corpus Christi Port of Galveston Port of Houston Port of Port Arthur Port of Texas City Port of Lavaca	
			Virginia	Norfolk Richmond Front Royal
				West Virginia
Georgia	Port of Savannah Port of Brunswick			
Kentucky	Paducah Riverport Louisville-Jefferson Riverport Owensboro Riverport Authority Ashland Riverport			
Louisiana	Lake Charles Harbor & Terminal District St. Bernard Harbor & Terminal District Port of New Orleans Port of Greater Baton Rouge			
	Port of Plaquemines Parish Port of South Louisiana Port of Morgan City Millennium Port			