

Louisiana International Terminal Myth vs. Fact



Have You Heard?



The Port of New Orleans is investing in St. Bernard Parish with an international container terminal in Violet.



We are committed to working with our neighbors on a project that brings opportunity for St. Bernard families and businesses—while protecting local quality of life.



We are entering into a two- to three-year public permitting process that is designed to help us address questions and concerns together. We will also continue to listen and share information that matters to you.

MYTH

FACT

Myth 1: Terrible Traffic

The Parish will be overwhelmed by trucks, which will cause bad traffic in Violet and the Parish.

The environmental permitting process will include studies to find ways to minimize traffic impacts. The studies will include the terminal area and beyond to discover and address potential ripple effects across the Parish.

Port NOLA will continue to partner with the Parish and LaDOTD on traffic solutions.

Possible traffic and roads solutions could include:

- **New road(s)**
- **A dedicated roadway for trucks**
- **Improvements to existing roads**
- **Adjusting traffic light timing to prevent backups**

Port NOLA has a history of building to minimize traffic impacts:

- A road dedicated to trucks was built inside the New Orleans terminal to separate their traffic from the neighborhoods.
- A dedicated road pulls New Orleans cruise traffic off public streets.

Myth 2: No Tax Revenue

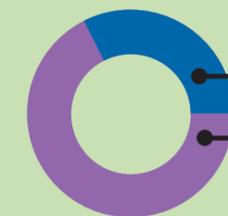
The Louisiana International Terminal will not provide long-term economic gains or significant tax revenue to St. Bernard Parish.

The Louisiana International Terminal will draw new kinds of businesses to the area and create a sustainable tax revenue source for the Parish. Although the Port of New Orleans is exempt from property taxes, the private port operator and other companies at the terminal are not.

As a result of the terminal, St. Bernard Parish can expect:



\$194M
in new tax revenue over 20 years



*Source: Lewis Terrell and Associates, Louisiana International Container Growth: The Economic Impact of the Louisiana International Terminal. April 2021.

Myth 3: Millions of Containers

The Louisiana International Terminal will result in millions of containers around St. Bernard.

We estimate it will take 25 years for the terminal to get close to its planned maximum of 1.2 million containers per year. When it opens around 2027, the number will be significantly smaller—closer to 180,000 containers per year.



Did you know?

Containers will travel by river barge, truck, and rail—not truck alone.



1.2 million containers is an annual number. It doesn't mean millions of containers would move weekly or monthly through the port.

MYTH

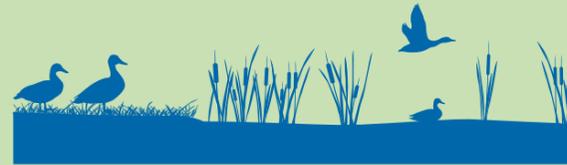
FACT



Myth 4: No Plan for Wetlands

This project has no plan for managing drainage or mitigating damage to wetlands.

Drainage and wetland planning are both a part of the two- to three-year permitting process ahead. Plans for both will be created during the design and environmental study process.



Port NOLA prioritizes rebuilding wetlands locally. As much replacement wetland as possible will be located within St. Bernard Parish.

Myth 5: Taking Houses

The Louisiana International Terminal will use eminent domain to take people's houses and property.

The terminal will be designed to keep impacts on neighborhoods to a minimum.



The goal is to provide natural space with plants and trees to separate the neighborhoods from the terminal. Studies will show whether more needs to be done to lessen impacts.

Up to this point, we have not identified impacts to homes as a result of the terminal. Any potential buyouts that may be considered as part of the public permitting process would involve a limited number of homes with specific, not yet identified, impacts.

Myth 6: School and Cemetery Lost

W. Smith and the ballpark will be closed permanently, and the Merrick Cemetery will be removed.

Port NOLA is committed to working with partners to create a state-of-the-art school and a new ballpark within the Violet community.



The Merrick Cemetery will not be moved. It will remain in its current location, and the public will still be able to access it.

Myth 7: Better Locations

There are better locations for this kind of container ship terminal.

Violet is the best location for a modern container ship terminal on the Lower Mississippi River because of its:



Naturally deep water that is easy to navigate and doesn't need dredging



Existing connections to national rail networks



Protection from hurricanes and storm surges behind federal levees

Myth 8: No Local Jobs

The Louisiana International Terminal will not hire local residents. Most of the jobs will be automated, given to existing employees, or filled with people from outside of St. Bernard Parish.

Even with state-of-the-art technology, every container that comes through the Louisiana International Terminal will have to be handled by a person.

Jobs will also be created by the businesses that open to support the terminal, like shipping, warehousing, trucking, railroads, and more. To help locals apply for these jobs, the Port is already working on concepts for workforce development and job training with partners like:

- Louisiana Economic Development (LED) Fast Start
- The International Longshoreman Association
- Local Community Colleges
- Port Tenants
- Regional and Local Economic Development Organizations

St. Bernard Parish residents can expect....

635

new jobs by 2028

4,337

new jobs by 2050

- **Shipping & logistics**
- **Customs agents**
- **Maintenance technicians**
- **Engineers**
- **Safety managers**
- **Dock workers**

The State of Louisiana can expect...

2,474

new jobs by 2028

16,883

new jobs by 2050

- **Crane operators**
- **Vessel agents**
- **Equipment operators**
- **Information technology**
- **Administrative staff**
- **Security staff**
- **Deckhands**
- **Railroad workers**
- **Truck drivers**
- **Construction workers**
- **Tugboat operators**
- **Caterers**

Source: Lewis Terrell and Associates, Louisiana International Container Growth: The Economic Impact of the Louisiana International Terminal. April 2021.