

McClellan-Kerr Arkansas River Navigation System (MKARNS) is the waterway's official name – so-named by an Act of Congress, 1/5/1971 (PL91-469).

▲ The MKARNS is 445-miles long and includes the Verdigris, Arkansas & White Rivers. The System has an elevation differential of 420 feet from its beginning at mile 600 on the Mississippi River to the head of navigation near Tulsa.

▲ The MKARNS is a multi-beneficiary system: water supply, navigation, fish and wildlife, recreation, hydropower generation, and flood control (when considered as part of the Arkansas River Basin Project and its upstream reservoirs that control water flows).

▲ In August 2010, the Maritime Administration designated the McClellan-Kerr Arkansas River Navigation System as a Marine Highway Connector for the M-40 Marine Highway Corridor (Mississippi River).

▲ Federal cost of the System was \$1.2 billion. Add to that \$186.1 million for construction of Montgomery Point Lock & Dam (completed in 2004), for a total cost of \$1.39 billion.

▲ A 2001 study showed that moving freight by barge resulted in cost savings of \$68 million for Oklahoma farmers, manufacturers and consumers, compared to the cost of alternative overland modes.

▲ The U.S. Army Corps of Engineers maintains a 9 ft. channel depth on the MKARNS. The current total of 1,500 short tons of capacity could be increased by 200 tons for each additional foot of draft.

▲ There are 18 locks and dams – 13 in Arkansas and 5 in Oklahoma; each lock chamber is 110' wide x 600' long and can handle an 8-barge tow.



▲ In 2013, 1,099 recreational vessels locked through Oklahoma's 5 locks; 2,130 locked through Arkansas' 13 locks.

▲ In 2013, 195,256 pleasure boats were registered in Oklahoma; 210,438 registered in Arkansas.

▲ In 2012, over 1.2 million people visited the five Corps-operated projects on the system in Oklahoma. Over 5 million visitors took advantage of the 12 Corps-operated projects in Arkansas (campgrounds, parks, boat ramps, reservoirs, hiking trails and picnicking areas).

▲ Flood damages prevented by Arkansas River Basin projects under the jurisdiction of the Corps' Tulsa District totaled \$285 million in FY 2013. Cumulative damages prevented through 2013 equal more than \$8.6 billion.

▲ Flood damages prevented by Arkansas River Basin projects under the Corps' Little Rock District totaled \$29.2 million in FY 2013. Cumulative damages prevented through 2013 are \$1.9 billion.

▲ There are three designated Foreign Trade Zones on the MKARNS at the Ports of Little Rock, Muskogee and Tulsa. 42 countries have traded commerce with the Arkansas River Basin Region via the MKARNS.

▲ At The Port of Keota, Livestock Nutrition Center operates as a self-sustaining facility by selling and loading their own feed products. The port also handles transportation of coal; an estimated 5% to 10% increase in coal tonnage is expected.

▲ The Roll-on/Roll-off Low-Water Wharf at the Tulsa Port of Catoosa enables the transferring of oversize/overweight cargo heavier than 200 tons. It is the only port on the MKARNS capable of handling project cargo on this scale.

▲ Prime industrial sites are available at the Port of Muskogee.

▲ Consolidated Grain and Barge operates 4 river facilities along the MKARNS with 3 in Oklahoma and 1 in Arkansas.

▲ In Fall 2014, the Mississippi River Commission is scheduled to tour the MKARNS visiting the Tulsa Port of Catoosa, Oakley's Port 33, and the Port of Muskogee.

▲ In February 2014, all of Johnston's Port 33 terminals were acquired by Bruce Oakley, Inc. headquartered in Little Rock, AR.

▲ To fill 1 Barge of bulk commodities at a 9 ft. draft it takes 15 Jumbo Railcars or 60 Large Semis. One barge carries up to 1,500 tons, while a railcar holds 100 tons, and a large semi-truck transports 26 tons.

▲ If Oklahoma's 6,179,445 tons of waterborne commerce were transported by alternative methods, it would require 237,671 trucks or 61,795 railcars respectively.

▲ If the entire system of the MKARNS's 12,139,812 tons of waterborne commerce were transported by alternative methods, it would require 485,640 trucks or 121,410 railcars respectively.

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NAVIGATION CHARTS

To purchase or download navigation charts for the McClellan-Kerr Arkansas River Navigation System, please access the following

U.S. Army Corps of Engineers web sites:

Tulsa District: www.swt.usace.army.mil/
Little Rock District: www.swl.usace.army.mil/
Other Rivers/Districts: www.usace.army.mil/

Profiles of Ports & Terminals on the MKARNS

For a detailed description of ports & terminals on the MKARNS, please access the web site of the Arkansas-Oklahoma Port Operators Association www.aopoa.net

STATS ON U.S. PORTS & WATERWAYS

For access to up-to-date statistics on U.S. ports and waterways for the latest complete statistical year: www.iwr.usace.army.mil/ndc

Oklahoma Boating Laws Handbook
www.okboated.com

No person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.



2014 **Inland Waterway** **Fact Sheet**



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2013 Tonnage

2013 tonnage on the entire McClellan-Kerr Arkansas River Navigation System totaled **12.1 million tons**, with a value of **\$3.85 billion**. Oklahoma's 2013 waterborne commerce totaled over **6.1 million tons**, with a value of **\$2.41 billion**.

Iron & Steel

1,447,600 tons \$ 1,142,156,400

Chemical Fertilizer

2,368,848 tons \$ 1,184,424,000

Other Chemicals

138,640 tons \$ 47,137,600

Petroleum Products

1,022,980 tons \$ 382,594,520

Coal & Coke

750,300 tons \$ 71,278,500

Sand, gravel & rock

2,758,537 tons \$ 27,585,000

Soybeans

921,912 tons \$ 322,669,200

Wheat

1,427,554 tons \$ 271,235,260

Other Grains

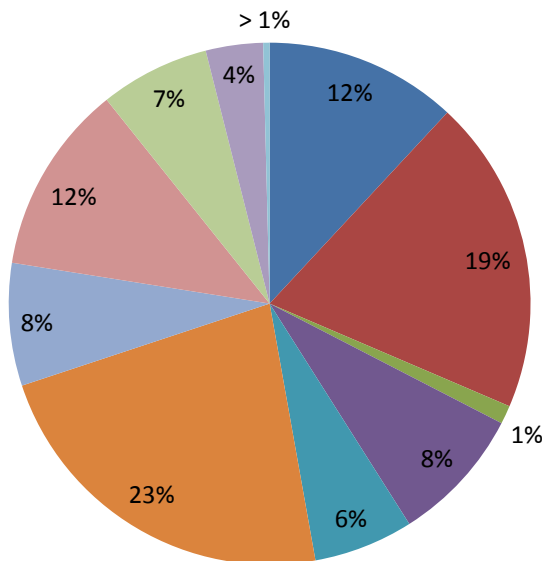
824,780 tons \$ 104,747,060

Forest Products/Minerals

430,700 tons \$ 57,282,100

Project Cargo; Mfg. Equip/Machines

47,970 tons \$ 239,850,000



Graph represents the entire MKARNS tonnage by commodity.

▲ Inland waterways are located in Alabama, Arkansas, Florida, Georgia, Illinois, Idaho, Indiana, Iowa, Kansas, Kentucky, Louisiana, Minnesota, Mississippi, Missouri, Nebraska, North Carolina, Ohio, Oklahoma, Oregon, Pennsylvania, South Carolina, Tennessee, Texas, Virginia, Washington, West Virginia, and Wisconsin. 41 states are directly served by the U.S. Army Corps of Engineers ports and waterways.

▲ Inland waterway transportation supports around 70,000 jobs in water transportation and around 800,000 jobs at industries dependant on barge-orientated commodities.

▲ Studies have shown that without barge competition, agricultural shippers pay higher rail and highway transportation costs the farther they are from an inland waterway.

▲ The United States exports approximately one-quarter of the grain it produces. On average, this includes nearly 45% of U.S.-grown wheat, 35% of U.S.-grown soybeans, and 20% of U.S.-grown corn.

▲ Towboat operators pay a 20-cent per gallon diesel fuel tax that goes into the Inland Waterways Trust Fund, and a 4.3-cent tax earmarked for deficit reduction.

▲ According to the IRS, the inland waterway industry has contributed nearly \$1.6 billion in fuel tax revenues to the Inland Waterways Trust Fund along with another \$302 million in interest since the inception in 1986.

▲ On average, one gallon of fuel moves one ton: Barge – 576 miles; Railcar – 436 miles; Semi-truck – 155 miles.

▲ Investments in inland river navigations infrastructure are investments in the long-term strength and security of the nation to keep the U.S. a major player in the global market.

▲ Hydropower facilities, built and maintained by the Corps, produce nearly a third of the nation's total hydropower output, powering nearly 10 million households.

▲ According to the EPA, towboats emit 35% - 60% fewer pollutants than locomotives or trucks. The use of one barge eliminates the potential exhaust from 60 semi-trailer trucks or the power used to move 15 railcars.

▲ A 15-barge tow is .25 miles long. One 225-railcar unit is 2.75 miles long; 870 semi-trucks - bumper to bumper – are 11.5 miles long.

▲ River transportation creates almost ZERO noise pollution; not so with trains or trucks.

Did you know . . .

... that barge traffic on America's inland navigation system is equivalent to 58-million truck trips each year?

... that if waterborne cargo were diverted to highways, two inches of asphalt would be needed to increase the pavement thickness of 126,000 land miles of intercity Interstate? The effects would be greater for highways parallel to waterways.

... that one barge can carry the weight of 136 school buses, 750 pickup trucks, 12,000 refrigerators, or 200 elephants?

... that President Richard M. Nixon dedicated the McClellan-Kerr Arkansas River Navigation System at a June 1971 ceremony at the Tulsa Port of Catoosa?

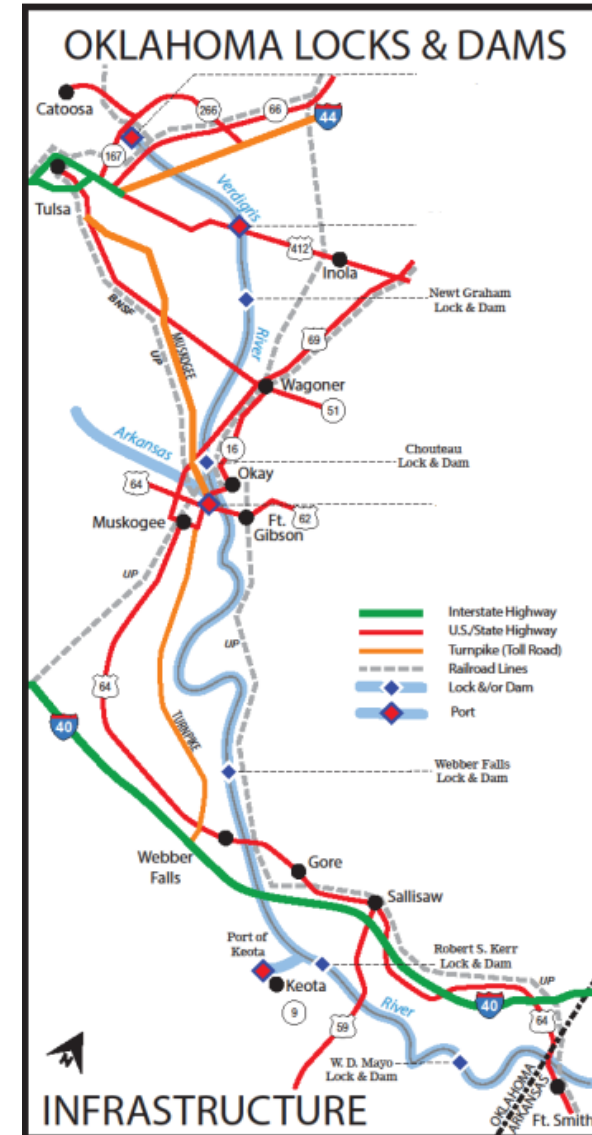
Teachers & Students

Get involved in the excitement at the Tulsa Port of Catoosa with the opening of the Oklahoma Maritime Education Center in Spring 2014. See the Port's first towboat, the M/V Charley Border while on a tour of the Port. To schedule a classroom excursion, contact: **918.266.2291**

www.tulsaport.com



The 2,500-acre **Tulsa Port of Catoosa** is one of the largest, most inland ice-free ports in the nation, with 60+ industries employing over 3,900 workers.



Oklahoma's Public and Private Ports

- Tulsa Port of Catoosa
- Oakley's Port 33
- CGB Enterprises, Incorporated at Oakley's Port 33/ Wagoner /Webbers Falls
- Port of Muskogee
- Frontier Terminal, LLC - Muskogee
- Georgia Pacific - Muskogee
- Port of Keota - Livestock Nutrition Center