

Current News



AOPOA Welcomes New Members

Little Rock Regional Chamber - The Little Rock Regional Chamber is the principal business-driven leadership organization responsible for fostering the economic growth and development of the Little Rock region to ensure that business and industry may operate profitably and enhance the earning opportunities and quality of life for every citizen. To learn more about the Little Rock Regional Chamber visit their website at www.littlerockchamber.com.

Van Buren Chamber of Commerce - The Van Buren Chamber of Commerce works to promote and enhance quality of life for all citizens in the region. Their mission is to prepare, develop, and promote the Van Buren community for economic growth. To learn more about the Van Buren Chamber of Commerce visit their website at www.vanburenchamber.org.

Interstate Properties - Interstate Properties, Inc., is a fully integrated real estate company offering sales and development services to its clients. They are also involved in the leasing and management of real estate through Property Management Inc., a wholly - owned subsidiary. Interstate Properties is licensed in the states of Oklahoma, Arkansas, and New York. Mr. Earnie Gilder, Muskogee City-County Port Authority Board Member, is a CIPS (Certified International Property Specialist) designee. At Interstate Properties, it's more than just buying or selling property. It's about finding a home to raise a family, locating that perfect spot for a business and helping make real estate investments for a family's future. To learn more about Interstate Properties visit their website at <http://www.interstateproperties.com/>.

Lew Meibergen - Meibergen is the former chairman of the board and president of Johnston Enterprises. The company was founded as W.B. Johnston Grain and Seed Co. in 1893 just after the Cherokee Outlet land run by Meibergen's grandfather, W.B. Johnston. Meibergen was appointed as Oklahoma Secretary of Agriculture, a position he held until 1966. He was the first ever Republican to hold the position in the state. He credited the success of his business, which was the oldest and largest privately owned grain company in Oklahoma until it was sold to CGB Enterprises in 2014, to having good employees. He was a 2017 Pillar of the Plains honoree. Pillar of the Plains award honors local people who have been active in the community, improved the quality of life and made the Enid area a better place.

AOPOA also welcomed several new Primary and Associate members this past year.

Arkansas Waterways Commission - The Arkansas Waterways

Commission is the sole state agency responsible for developing, promoting and protecting waterborne transportation in Arkansas. The Commission also promotes economic development for ports on the five commercially navigable rivers of the state: The Arkansas, Mississippi, Ouachita, Red, and White Rivers. To learn more about Arkansas Waterways Commission visit their website at <http://www.waterways.arkansas.gov/>.

Frontier Trading - Frontier Trading is an entrepreneurial organization with decades of market experience. They have the internal and external resources needed to serve customers and suppliers, and to honor their commitments every day. Frontier Trading is committed to helping buyers and sellers benefit from other markets and improve their rate of return. To learn more about Frontier Trading visit their website at <http://frontier-trading.com/>.

Hawtex Development Corporation - Hawtex Development Corporation focuses on infrastructure for developing businesses, as well as U.S. shipping infrastructure.

Watco- Pine Bluff - Watco's Terminal at the Port of Pine Bluff provides barge and rail transloading services on 20 acres with substantial warehouse space. Barge/Rail/Truck transloading services for liquids and bulk are also available. The terminal handles a variety of products via truck, barge (via the Arkansas River), and rail, serviced by UP. Watco Terminal and Port Services (WTPS) is a leader in bulk, break-bulk, and liquids rail/truck transloading, railroad switching, warehousing, liquid tank storage, and barge and vessel loading/unloading. To learn more about Watco-Pine Bluff visit their website at <https://www.watcocompanies.com/services/terminal-services/pine-bluff-ar/>.

Advance Research Chemicals - Advance Research Chemicals, Inc. (ARC) offers customer focused solutions to basic and advanced chemical applications. With global production facilities in the United States, Mexico and India, ARC is known as a reliable resource in the field of specialty chemicals. Many of the world's largest companies are closely associated with ARC as business partners in the manufacturing of specialty materials for their products. ARC provides custom synthesis, private label manufacturing, research and development, responsive scalability and advanced applications. ARC services a wide array of industries including military defense, semiconductors, battery materials, pharmaceuticals, medical devices, automotive components, textiles, agricultural solutions, surfactants and industrial cleaners. To learn more about Advance Research

Continued on page after next

Current News



Coast Guard Update

A Report by Lt Alicen Heinrich, U.S. Coast Guard Marine Safety Detachment (MSD), Fort Smith, AR.

On July 02, 2018, there will be a turnover of personnel at U.S. Coast Guard Marine Safety Detachment (MSD) Fort Smith. LT Alicen Heinrich will be transferring to Ann Arbor, Michigan and MST1 Jose Blanco will be leaving for Sector Miami, Florida.

The incoming personnel will be LT Brandon Hatcher and MST1 Joseph Kulp reporting from Port Arthur, Texas and Dutch Harbor, Alaska respectively. Brandon and Joseph are very excited for this opportunity and look forward to working with the Arkansas-Oklahoma Port Operators Association (AOPOA) in the future.

Alicen and Jose would like to thank the members of the

AOPOA for their support over the last several years. They are both very appreciative of the opportunity to work on this waterway system and meet the hardworking individuals that keep it thriving. They plan to continue spreading knowledge about the MKARNS to Coast Guard members and others throughout their careers.

Update on Subchapter M: MSD Fort Smith has started scheduling Inspected Towing Vessel (ITV) Certificate of Inspection (COI) exams this summer. If you have any questions or want to schedule an inspection, please contact 479-484-7021 or email our shared inbox at stl-pf-msdfsmith@uscg.mil.

AOPOA Priorities Update

MKARNS stakeholders entered into an agreement with Van Scoyoc Associates (VSA) on April 1, 2018. Van Scoyoc provides monthly updates regarding work executed to-date.

THREE RIVERS PROJECT

Status of Project

Three Rivers is included in the list of expedited Chief's Reports in both the House and Senate versions of WRDA. The project is exactly where it needs to be legislatively.

The USACE indicates that the Chief's Report will be complete this summer.

Van Scoyoc Efforts

VSA worked with AR Senators and EPW Committee staff to include Three Rivers in the list of expedited Chief's Reports in Senate WRDA bill.

VSA worked with AR Congressmen and T&I Committee staff to insert Three Rivers into the House's list of expedited Chief's Reports in their version of WRDA via a manager's amendment at Committee mark up.

VSA facilitated a dialogue between Senator Boozman and Assistant Secretary of the Army for Civil Works RD James at an EPW Committee hearing that focused on the importance of completing the Three Rivers project.

Next Steps

VSA will stay in contact with the USACE to ensure that the Chief's Report is finalized as quickly as possible. In consultation with MKARNS stakeholders, VSA can engage the AR and OK Congressional delegations if needed to spur quicker action from the USACE.

Upon completion of the Chief's Report, VSA will work with the AR and OK delegations and the EPW and T&I Committee staffs to include an authorization for the Three Rivers project in the WRDA bill before it is signed into law. This could be done during floor consideration in either Chamber or (more likely) during the conference process.

MKARNS CRITICAL MAINTENANCE BACKLOG

Status of Project

VSA is monitoring the release of the FY18 USACE work

Current News

plan. The goal is for funding to be provided for some critical maintenance items in that work plan. The work plan was due to Congress on May 23rd. When this memo was prepared, the USACE had not yet released the work plan.

Van Scoyoc Efforts

VSA worked with the AR and OK delegations to encourage Senators and Congressmen to weigh in with the USACE and OMB on the importance of providing funding to address this backlog. This resulted in letters sent to the agencies from Senators Boozman and Inhofe and Congressman Westerman. Congressman Womack's staff reached out by phone.

VSA facilitated a dialogue between Senator Boozman and Assistant Secretary of the Army for Civil Works RD James at an EPW Committee hearing that focused on the importance of funding these critical backlog items and the consequences to the economy if the system is inoperable due to maintenance failure.

VSA coordinated meetings with the USACE and OMB for MKARNS stakeholders to make their case for FY18 work plan funding to the agencies.

Next Steps

The immediate next step is to see if funding is provided in the FY18 work plan for any of these items.

The groundwork laid over the last few weeks regarding the critical maintenance backlog sets us up well to compete for work plan funding again in FY19.

The long-term goal is to see the maintenance backlog items funded in the Administration's budget submission to Congress.

MKARNS 12-FOOT CHANNEL

Status of Project

Language to address the "new start" hurdle regarding the 12-foot channel is now included in the Senate WRDA bill.

Van Scoyoc Efforts

VSA worked with Senator Inhofe's staff and Senate EPW Committee staff to craft legislative language eliminating the "new start" obstacle.

VSA worked with Senators Inhofe and Boozman to include this language in the manager's amendment that was adopted at the EPW Committee's WRDA mark up.

Next Steps

VSA will work to protect the 12-foot channel language during Senate floor consideration of the WRDA bill.

VSA will coordinate with the AR and OK House Members and the T&I Committee staff to ensure that they are aware of the Senate language.

VSA will facilitate AR and OK delegation efforts to encourage the House to agree to the Senate language during the conference process.

If the bill is signed into law (and includes the 12-foot channel language), VSA will work with OMB and the USACE to ensure that the language is interpreted correctly by the agencies and that funding is allocated to the project in subsequent work plans and budget submissions to Congress.

AOPOA Welcomes New Members

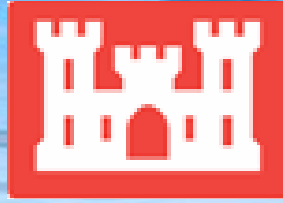
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Chemicals visit their website at <https://www.fluoridearc.com>.

AOPOA and ARHS to Become One - In March 2018, the Arkansas-Oklahoma Port Operators Association (AOPOA) and the Arkansas River Historical Society (ARHS) merged together to become one organization to make the history of the Arkansas River relevant to present and future generations through education of the river's historical significance and to communicate its on-going contributions to the river valley. Invitations were mailed to current members of ARHS to join AOPOA as a "Friend" of the Arkansas River to provide them with the opportunity to stay connected with friends/colleagues of the waterway and stay apprised of issues/news related to the system.

Other News...

McClellan-Kerr Arkansas River Navigation System 50-Year Celebration - With the 50-Year Celebration quickly approaching (2021), this is an opportunity to get involved and help AOPOA talk about the Arkansas River's past, present and future. The history of the Arkansas River communicates the value and the benefit of the navigation system, while expressing a vision of hope for the future. If you would like to be involved and become a member of the 50-year Celebration Committee to help AOPOA organize the activities surrounding the 50-Year Celebration, please let Kimbra Scott know. She can be reached at 918-682-7886 or Kimbra@muskogeeport.com. AOPOA has always partnered with ARHS to recognize the champions of the Arkansas River by honoring them through the Hall of Fame. The Annual Hall of Fame Luncheon and Induction Ceremony will be held September 5, 2018 in Catoosa, Oklahoma at the Convention Center at the Hard Rock Hotel. Nominations are currently being accepted and can be emailed to Kimbra Scott at kimbria@muskogeeport.com. An email regarding the Hall of Fame Luncheon and Induction Ceremony will be sent to all members as the event date draws near.



Tulsa District Update

A Report by Rodney Beard, Navigation Project Manager, Tulsa District/USACE, Tulsa, OK.

2018 promises to be another busy year for the Tulsa District (SWT) with major repairs scheduled at Robert S. Kerr (Lock 15) and Webbers Falls (Lock 16) Dams. The Major Maintenance Unit (marine fleet) will continue to replace severely corroded structural members and side seals, fix bent members, sand blast and paint tainter gates. These gates serve the purpose of maintaining pool for navigation, hydroelectric power and recreation, and have been in operation since December of 1970. The spillway for Lock 15 has a net length of 900 feet and is encompassed by eighteen 50-foot wide tainter gates. The spillway for Lock 16 operates with twelve 50-foot wide gates. This work will extend the life of the project which will ensure reliability of the system for the future.

Additional maintenance work for 2018 include; main control wiring replacement at Lock 15 and Newt Graham (Lock 18), upgrade spillway motor controllers at Lock 15, repair directional control valves at Chouteau (Lock 17), and replace roof at Locks 15, 16, and 17. Maintenance crews began the year by clamming debris buildup at Locks 15 and 16

powerhouse intakes, which allowed better water flow to the generator turbines. Clamming operations continued on the approach dike below Lock 15 after rock started sloughing off due to water overtopping the rock dike. Debris was removed from several bridges within the area which would have become a hazard to navigation if not removed quickly. Maintenance crews will continue to perform preventative maintenance throughout the system reducing the likelihood of an unforeseen failure.

Channel conditions have remained relatively stable due to

Continued on next page

Date Set for Annual AOPOA Meeting and Navigation Workshop

Please mark your calendars and save the date of September 5-6, 2018 for the AOPOA Membership Meeting and MKARNS Navigation Workshop! This year's session will be held at the Convention Center at the Hard Rock Hotel in Catoosa, Oklahoma. Registration information will be emailed soon to the membership.

TENTATIVE AGENDA

September 5, 2018

Morning: AOPOA Board and Membership Meeting

Noon: Luncheon and Arkansas River Hall of Fame Induction Ceremony

Evening: Legislative Reception

September 6, 2018

Morning: Navigation Workshop





Recent Updates to Arkansas-Red Basin River Forecast Center (ABRFC) Products

A Report by Bekki Ward Harjo, P.E. CFM, Esq., Senior Hydrologist, National Weather Service, Arkansas-Red Basin Forecast Center, Tulsa, OK.

The National Weather Service (NWS) Arkansas-Red Basin River Forecast Center (ABRFC) provides water-related forecasts, outlooks, and guidance products for the Arkansas River basin upstream of Pine Bluff, AR and the Red River basin upstream of Fulton, AR. ABRFC issues a growing number of daily river forecasts, most recently beginning daily forecasts for Shoal Creek near Joplin, MO in January 2018.

ABRFC typically issues five-day river forecasts that incorporate 18 hours of forecast rainfall or snowfall (15 March through 14 October) or 30 hours of forecast precipitation (15 October through 14 March). For upcoming events that have a very strong meteorological signal and will produce moderate level or higher flooding, ABRFC can change the number of hours of forecast rainfall or snowfall that we incorporate into our forecasts.

We know that our users are interested in the possible outcomes outside of our official five-day river forecasts and in the forecasted precipitation outside of the normal 18 or 30 hours included in our forecasts. ABRFC will continue to provide probabilistic ensemble forecasts for our users to be able to interactively select the number of hours of forecast precipitation and see the resulting effects on the river hydrograph (river stage over time) multiple times every day. While they are NOT official river forecasts, this can be a very useful planning and contingency tool. These probabilistic ensembles can be viewed at <https://www.weather.gov/source/abrfc/RawMod-el/?zoom=7&lat=35.7&lon=-98.5>.

For our customers interested in planning for an entire season, ABRFC joins four other RFC offices to provide a spring hydrologic outlook typically in February to discuss flood potential across the Missouri River, Red River of the North, Souris River, Mississippi River, and Ohio River basins each year. If you haven't done so in the past, feel free to join us next February!

The ABRFC hydrometeorological analysis and support (HAS) shift creates hourly and daily rainfall and snowfall estimates at a resolution of 4 km. Creating these radar-based estimates is a time-intensive process that relies on human observations as a quality-control measure. Including additional observations increases the accuracy of our precipitation estimates and also increases the quality of our river forecasts.

The majority of these human observations used by ABRFC in the process come from Community Collaborative Rain, Hail and Snow Network (CoCoRaHS) observers. Check out their website at <https://www.cocorahs.org/> for more information.

Are you interested in becoming a CoCoRaHS observer at your home or work location? ABRFC has a limited number of rain gauges that we can provide in rural areas or other areas with sparse precipitation gauging. Please contact our office if you are interested in a rain gauge!

Tulsa District Update

Continued from last page

the moderate rainfall at the beginning of the year. Shoaling is starting to encroach in some of our historical trouble spots along with some of our passing zones. We will continue to monitor these areas as we push through the spring season. We anticipate having the dredge in the Tulsa area around late summer. We have had a few reports of bumping at the downstream approach to Locks 15 and 14.

Some highlights for 2017 included the rehab of gate 17 on Kerr Dam. Major work performed during this rehab included; structural repairs, replacement of anodes and gate seals, sandblasted and painted tainter gate. Other notable accomplishments: Lock 18 – replaced lock lighting with LED lights, replaced timbers on miter gates and replaced Visitor Center roof. Lock 17 – replaced tainter gate motor controllers and timbers on miter gates. Lock 16 – installed new arrival point signs, installed new LED lights and repaired parapet

wall. Lock 15 – installed new arrival signs, replaced waterline, replaced lock lighting and repaired parapet walls. Lock 14 – installed new arrival point signs, replaced lock lighting and replaced primary gear boxes for tainter gate operation. In addition to the above highlights, thousands of hours were spent conducting critical preventative and breakdown maintenance.

The MKARNS is now a high use waterway due to recently exceeding a 5-year average of just over 3 billion ton miles. 2017 was a very good year for tonnage on the Oklahoma segment of the MKARNS with 2,605,099 tons shipped inbound and 3,607,008 tons shipped outbound, representing an 8% increase over 2016. A total of 6,212,107 tons exceeded the previous record set in 2013. All Locks in Oklahoma conducted over 1300 commercial lockages, a steady 4% increase from the previous year and well above the minimum for 24 hour operations.

Current News



Oklahoma Ports and Terminals



Waterways Division: Bringing People Together

Submitted by Cassandra Caldwell, Administrative Assistant, Waterways Division, Oklahoma Department of Transportation, Tulsa, OK.



Thaddaeus Babb became Waterways Program Manager for the Oklahoma Department of Transportation in February, 2018.

As Waterways Program Manager, Babb will be responsible for coordinating and partnering with public and private port operators and stakeholders along the McClellan-Kerr Arkansas River Navigation System based in Tulsa. Babb will also work closely with the United States Army Corps of Engineers, the Oklahoma Waterways Advisory Board, the U.S. Coast Guard, and elected officials and their staff to represent the Department in waterway transportation operations.

Babb has been employed with the state for over 10 years. Prior to joining ODOT, he worked as a Program Field Representative

for the Oklahoma Department of Rehabilitation Services. He has received several awards from his former employer, OKDRS, including: the Award of Merit, the Director's Building Block Award and the Quality Customer Service of the Year Award, twice, for his outstanding performance.

Babb completed his Bachelor of Arts in Psychology, with Human Resources emphasis, in 2014 from Northeastern State University. In 2017, he received a Master's in Industrial Organizational Psychology from Walden University.

He and his wife, Sheela, have two boys and two girls and live in Jenks. In his free time, Babb enjoys songwriting, singing, and playing the guitar, professionally, throughout the state.

O·A·K·L·E·Y

www.oakleyport33.com

PORT 33

Oakley's Port 33

*An update by Fred Taylor, Oakley's Port 33,
Catoosa, OK.*

2018 started off great with the MKARNS status changing from a moderate to high-use waterway system after the Waterborne Commerce Statistic Center (WCSC) showed the 5-year average to be 3 billion ton-miles. Many thanks to the US Army Corps of Engineers to recognize and utilize all tools available to keep the MKARNS navigable.

Oakley's Port 33 continues to remain competitive, despite fertilizer volumes being below normal compared to 2017, due to the Urea fertilizer production that is now

available in the United States. This trend is causing a domino effect in the balance of inbound barges to cover the need for outbound products. The "bottom line" changes will be in freight cost for the entire MKARNS system.

Looking forward, Port 33 remains optimistic as industrial bulk commodities continue to stay consistent and move slightly upward due to the new import tax on metals, creating new traffic patterns.

Current News

Tulsa Port of Catoosa Update

Update by Sheila Shook, Maritime Education Coordinator, Tulsa Port of Catoosa, Catoosa, OK.



The Tulsa Port of Catoosa had a record high soybean shipment during the month of April, almost 80,000 tons. In comparison, this time last year, just under 50,000 tons were shipped. The Oklahoma Soybean Board and the soybean checkoff work to increase the profitability of soybean production in Oklahoma. The soybean checkoff helps facilitate market growth and creation by funding and directing marketing, research and commercialization programs. By building demand both at home and abroad, the soybean checkoff helps ensure a strong and profitable future for U.S. soybean farmers.

Two new companies recently joined the Tulsa Port family. Samuel, Son and Company is a family-owned and operated, integral network of metal manufacturing, processing and distribution divisions. Samuel provides seamless access to metals, industrial products and related value-added services, leveraging industry expertise, breadth of experience and the passion of people to help drive success for North American business—one customer at a time. Worthington Industries of Columbus, Ohio, is the leading global supplier of pressure tanks and cylinders. The company manufactures a host of pressure cylinders products for industrial gas and cryogenic applications, transportation and alternative fuel storage, oil and gas equipment, and consumer brand retail. Welcome Worthington Industries and Samuel, Son and Company to Oklahoma and the Tulsa Port.

Tuloma Stevedoring operated the main dock at the Tulsa Port since the 1970's. The company sold last year to Watco. The Catoosa (Tuloma) Terminal is a multi-modal

barge and rail-served facility that handles a variety of breakbulk and project cargoes used to serve Oklahoma and Tulsa based area industries. Cargoes handled by the facility include, but are not limited to, pipe, steel coils, and plate. This facility has the ability to transload, store and deliver cargoes that are transported to and distributed from the Port by barge, rail, or truck. Physical assets of the site include a 200-ton crane, an open storage yard, a 48,000 sq. ft. warehouse, and 28 railcar spots that have the ability to be switched twice daily. The facility has access to the BNSF and Watco's South Kansas and Oklahoma Railroad offering Customers rail flexibility into and out of the Port.

The Tulsa Port will host the Second Annual Port Harbor Dash on October 13, 2018. If you are interested in participating, or if you know someone that is interested, please follow this link for more information <https://runsignup.com/Race/OK/Catoosa/PortHarborDash>.

Current News is a publication of the Arkansas-Oklahoma Port Operators Association. If you have any questions or comments, or would like to be added to the e-mail list to receive future issues of Current News, please contact:

Kimbra Scott

Muskogee City-County Port Authority

PO Box 2819

Muskogee OK 74402

918-682-7886

Kimbra@muskogeeport.com



Muskogee City-County Port Authority Update

An update by Kimbra Scott, Muskogee City-County Port Authority, Muskogee, OK.

The first quarter of 2018 was sluggish due to the 25% tariff that President Trump imposed on imported steel which could possibly linger for months. Consumers of steel imports, who traditionally have relied on barge transports, reportedly are finding other ways to secure future supplies. Also, heavy rain in Arkansas and the timing of shipments for commodities used by Dal-Tile also contributed to the lower totals for barge tonnage at the Port of Muskogee. Although we got off to a slow start during the first quarter with barge tonnage, rail and truck tonnage increased significantly. Shipments by both modes experienced growth of more than 100 percent when compared with the first three months of 2017.

The Bassmaster Central Open was held at the Port of Muskogee April 19-21, 2018. Three Forks Harbor served as the host facility for registration, boat launch and afternoon weigh-ins. The tournament field con-

sisted of 150 boats. The complete roster was made up of 300 anglers who traveled from 20 different states and countries.



In April, the Port of Muskogee welcomed Jeffery Foster as Deputy Port Director. Before coming to Muskogee, Foster was the Financial Controller for St. John Clinic in Tulsa for the last three years. Prior to that he spent the last 10 years as General Manager and Controller at the Sand Springs Railway. At the Port of Muskogee, Foster currently oversees all aspects of financial management as well as managing the rail operation through establishing and maintaining relationships with rail freight carriers and other stakeholders, developing and implementing intermodal strategies to improve

Port access and efficiency, and growing the Port's intermodal and rail freight business.

Foster holds a Bachelor's degree in Accounting from Oklahoma State University. Jeffery and his wife Jill, have two daughters, Abigail and Natalie.



Arkansas Ports and Terminals

Shaping the Future: A Millennial's Perspective on the Waterway Industry

**Article Submitted by J.W. Misenheimer,
Administrative Analyst, Arkansas Waterways
Commission, Little Rock, AR.**

Today's youth are often regarded as the leaders of tomorrow, yet in our society they are already making huge waves in the coursing river of industrial growth. The world is continuously changing, molded by the progressive clay that younger generations wield. With the guidance of more experienced individuals from yesteryear who have accepted that investing in today's youth is vital, the leaders of tomorrow are sure to have their ideas and passions heard. The waterway industry is a prime example of such progression.

My days with the Arkansas Waterways Commission began in October of 2017 where I was immediately thrown into the whole new exciting world of the waterway industry as the Administrative Analyst. My Director, Deidre Smith, and I hit the ground running as we worked together to move the commission forward. I was tasked with many important roles, and met with many influential people such as Senators, CEOs and Port Directors. These experiences initially put me into shock.

Why was I in shock you ask? All of my life, both in and out of college, the older crowd never really seemed to take my age

group serious. I never truly felt like my opinions or aspirations mattered. For so long I felt like I was going through the motions, going with the flow to make someone older than me happy. No one really seemed to stop for a second to think about why investing in my age group was so important. I always thought to myself, "what do they think is going to happen when they move on and no one is able to take the wheel?" For the first time in my life, Mrs. Smith and many others within the waterway industry made me feel like I was part of their team, their tribe, if you will.

This tribe continuously hears me out and has even implemented some of my ideas. When it comes to the working world, especially in my age group, there is no better feeling than knowing that you belong and are accepted. This industry has no problem with investing in today's youth as evidenced by career fairs and other educational efforts by the Commission and the navigation industries. In fact, education is a major key point that this industry focuses on as we try to shed light on careers along the river in an attempt to plant a seed in young minds and hearts early on before they graduate.

Mrs. Smith takes initiative in the education of total greenhorns

Continued on next page



Current News



An update by Bryan Day, Executive Director, Port of Little Rock, Little Rock, AR.

The Port of Little Rock recently released its 2017 annual report. This document highlighted several of the port's accomplishments during calendar year 2017. These included:

- Entered into a contract with the Greater Little Rock Regional Chamber of Commerce to assist with targeted economic development and industrial recruitment
- Approved land leases with Green Plains, LLC (NLR Energy) to construct an ethanol transload facility and Titan Tube and Metal to store pipe for redistribution
- Completed a number of outreach events, including "Pickin at the

such as myself. To further enlighten members of the tribe, Mrs. Smith worked with the Oklahoma Department of Transportation (ODOT) to plan out a port tour of the McClellan/Kerr Arkansas River Navigation System (MKARNS) starting in Oklahoma at the head of the river and ending in Arkansas. It was during this port tour that I really got to see youth investment at its finest.

Our journey began at the Port of Catoosa where our group met up with Port Director David Yarbrough and Congressional Field Representative Jeff Underwood, a youthful representative at that. It was here that I also finally got to meet the new Waterway Program Manager for ODOT, Thaddaues Babb, who was also in his prime.

After introductions were made, we hopped into a bus together as Mr. Yarbrough took us for a tour around the incredibly massive city-like port. The port was indeed impressive and seemed more like a community of industries who worked together to keep the

Port" (co-hosted with the Chamber); Solar Eclipse at the Port; and three Coffee at the Port events

- Developed marketing materials in Chinese and Spanish
- Executed the final documents for the 2016 TIGER Grant and initiated design of the project. The first element of the project, additional track capacity, should bid in early 2018 and be completed by summer 2018
- Acquired 308 acres just south of Welspun; 60 acres on Thibault Road and five acres along Fletcher Road. The LRPA has another 60 acres under contract; and should soon acquire 38 additional acres
- Received a \$235,000 grant from the Arkansas Waterways Commission to construct additional warehouse facilities at the Terminal Dock
- Issued \$4.5 million dollars in revenue bonds to assist with the TIGER Grant and other capital improvements
- Brokered a real estate transaction with Dakota Investments to purchase five acres on Sloan Drive to construct distribution facility

kingdom thriving. The tour was extremely thought-provoking as Mr. Yarbrough explained that this was the MKARNS' largest, and most westerly inland port on the twenty-five-thousand-mile Gulf Intercoastal Waterway. This puts things in perspective once you realize how beneficial the industries at the port are to the rest of the world.

At the end of Catoosa's tour, we gathered in a room and were introduced to the leaders behind the port industries. Also present at this meeting was Congressman Markwayne Mullin, the U.S. House of Representative for Oklahoma's 2nd Congressional District. I was again caught off guard, as more than half of the people in the room, including Mr. Mullin, appeared to be in the age range of 25 to 40. I found this absolutely inspirational to see these confident young leaders in action while surrounded by people who have been in the industry for years. This was

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Little Rock District Update

A Report by Dennis Shannon, Acting Chief of Operations, Little Rock District/USACE, Little Rock, AR .

From January through April 2018, it has been a busy time on the MKARNS in Little Rock District. We once again experienced high water conditions and as a result spent significant time flood fighting some of our locks and dams. Norrell Lock and Montgomery Point Lock and Dam experienced the greatest impacts due to high water, however because of our dedicated folks on the river, impacts to navigation were lessened.

There was a lot of maintenance done on the MKARNS. We completed electrical repairs / upgrades at Trimble Lock and Dam and Toad Suck Lock and Dam. We are currently working to upgrade electrical at Ormond Lock and Dam. Dam Tainter Gates had structural repairs accomplished at both Mills Dam and Ozark Dam. We also successfully completed making leakage repairs to the Lock Monoliths (lock wall concrete joints) at both Dardanelle Lock and Ozark Lock. We also completed some maintenance to some river equipment by having 3 work barges re-skinned with steel and painted. Additionally one of our hydrosurvey boats, the M/V Bacon, was dry-docked and had repairs made to it.

One of our major focuses over the next several months

will be determining condition of our lock center post anchorages (used to dewater a lock chamber). We have a cofferbox being constructed so that we will be able to dewater around an individual center post anchorage. This will allow us to adequately inspect the anchors at the bottom of the lock chamber floor as these anchors essentially contribute greatly to holding the stoplogs in place during a dewatering. Stay tuned as in the next few weeks we will be planning a short lock closure at Ormond Lock to try out our new cofferbox and inspect some anchors at this location (we anticipate this lock closure being in the September 2018 timeframe). In the next months ahead we will also be dry-docking one of the main assets for our river fleet, the M/V Gene Crump. Due to its age and condition, we will be doing an engine rebuild for this vessel along with some other necessary maintenance while it is in the dry.

We greatly appreciate all of the folks involved in AOPOA and working with a tremendous team. Please don't hesitate to contact us here in the Little Rock District regarding any questions or concerns on the MKARNS.

Shaping the Future

Continued from last page

probably the first time I thought to myself, "I'm not the only young guy in this industry, and there are others working on exceeding hierarchical expectations." These are the people that keep the kingdom of Catoosa thriving! This factor gave me the confidence to chime in and ask questions during this meeting. I left Catoosa having a new sense of hope about the future of the industry.

The hope and courage I gained from watching other young leaders discuss matters of mutual interest was further enhanced by the famous Steve Taylor. Before meeting Mr. Taylor, I had previously heard all about him. He is a legend among legends on the river. Little did I know I was in for a treat! Mr. Taylor happened to be our tour guide for Oakley's Port 33.

Full of jokes and wise comebacks, Mr. Taylor was a spunky Baby Boomer with a passion for the waterways unlike any other. Being a sort of founding father, or even godfather, of the Arkansas River since the beginning, Mr. Taylor has seen and experienced it all. His stories of the past felt like

an immersive one that a grandfather would tell to his family around a campfire.

What made Mr. Taylor so interesting is that he would also ask me questions to test my knowledge, and when I didn't know the answer, he would proceed to poke fun and then educate. He was genuine and seemed to truly want me to know details. "He gets it!" I thought to myself. "Steve gets that we are the future, and he is trying to light a fire under people like me!" Knowing that someone like Mr. Taylor is helping to guide younger minds is a reassuring one, because he is a catalyst that will shape the future. More industries around the globe could use passionate people with that sort of personality trait.

My generation is adaptable to change, and we all want to be a part of the next big thing. We benefit from the teachings of the experienced that care, and we evolve from there. We are the leaders of tomorrow, and the people behind the waterway industry, the tribe, are helping to reinforce this ideal. Shaping the future is what it is all about.

Current News

Watco Makes Upgrades to Pine Bluff Port Terminal

An article submitted by Rhonda Dishner, Pine Bluff/Jefferson County Port Authority, Pine Bluff, AR.

A significant increase in overall tonnage and new capital investments were some of the positive reports heard earlier this year from Watco Terminal & Port Services at a meeting of the Pine Bluff-Jefferson County Port Authority.

Watco is operator of the Port Authority's public terminal at the Port of Pine Bluff's Harbor Industrial District. Terminal Manager Mike Murphy reported at the meeting that tonnage through the terminal, located on an Arkansas River slackwater harbor, was off to a good start for calendar 2018. This follows on the heels of an exceptional 2017 during which total terminal tonnage topped 100,000 tons for the first time in a decade.

By the end of April, Murphy's subsequent monthly tonnage reports showed that commodities moved through the terminal had already added up to more than 40,000 tons of cargo, consisting primarily of steel wire rod coils inbound by barge for a local manufacturing company and raw materials received by rail and trucked to an industrial customer located in a nearby county. Additional inbound barge shipments of vermiculite and fertilizers also had been received.

After a record amount of inbound rail tons was received by the terminal in 2017, Murphy projected that rail traffic would continue the upward trend that began in late 2016 with the signing of a major new industrial customer for which terminal capabilities to load railcar to truck (and truck to rail) were upgraded by Watco. True to projections, more than



Pine Bluff/Jefferson County
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one-half of 2017's total rail volume moved through the terminal in four months' time in 2018.

With a new 10-year operating lease signed with the Port Authority in Sept. 2017, Watco also has invested over \$300,000 for improvements to the terminal's trans-loading operations in addition to purchasing new loading equipment. Other building upgrades are pending for later this year.

There is also new business developing in the pipeline, and Watco continues to create solutions for local industries and add value by offering multimodal transportation options at the Port of Pine Bluff, according to Watco Commercial Manager Joseph Bitner, whose territory includes Pine Bluff. "We have seen strong year-over-year increases in tonnage at Pine Bluff and deploy concentrated efforts to stimulate growth to Jefferson County," he said.

The increased volume at the terminal already has resulted in three new hires and the promotion of one employee to an assistant manager position, according to Murphy.

Five Rivers Distribution

Update by Marty Shell, President of Five Rivers Distribution, Van Buren and Fort Smith, AR.

Five Rivers Distribution - Van Buren

Business has been up and down the first quarter of 2018. First we had high water in February and with the Trump tariff on imported steel has caused a decline in tonnage. We continue to invest in equipment and infrastructure and we hope to see a stronger 2nd and 3rd quarter for 2018.



Five Rivers Distribution - Fort Smith

We just completed a new 30,000 square foot bulk storage warehouse in Fort Smith. The last time the Port of Fort Smith had a new construction project was in 1980. The new building shows growth at the Public Port and will also have an increase in tonnage with the additional warehouse space available. With the new addition, the port has 130,000 square feet of warehouse space and 25 acres of green space for additional growth opportunities.



Mississippi Connection

An update by Perry Russell, Jantran, Inc., Rosedale MS.

So far this year, it's been business as usual. 2018 started out slow with Jantran towing down a little, but March and April have been very busy. We have been moving lots of fertilizer up and grain off the Arkansas River. Although



there has been near record rainfall over a lot of Arkansas, the flows haven't stopped us as much as previous years. The Arkansas River is in pretty good shape right now with minimum shoaling, and most buoys in place. I would like to thank all involved for the work that they do to keep the Arkansas River navigable and operating.