

Current News



General, Army Corps Appointed To The Mississippi River Commission

U.S. Army Corps of Engineers-Southwestern Division

Story by Martie Cencki

DALLAS - Brig. Gen. David C. Hill, commander of the Southwestern Division, U.S. Army Corps of Engineers, has been appointed to the Mississippi River Commission by President Barack Obama.

In announcing his intent to appoint Hill and other key Administration appointments last fall, the president said in a White House press statement, "I am confident that these experienced and hardworking individuals will help us tackle the important challenges facing America, and I am grateful for their service. I look forward to working with them."

The Mississippi River Commission was created by an Act of Congress on June 28, 1879, to plan and provide for the general improvement of the entire length of the Mississippi River. This includes improving navigation, preventing destructive floods and facilitating commerce. The presidential appointees consist of three officers from the U.S. Army Corps of Engineers, a representative from the National Oceanic and Atmospheric Administration, and three civilians, two of whom must be civil engineers.

"It is a unique honor to join the Mississippi River Commission and be a part of the important work that they do," said Hill. "We have seen the effects of flooding on both navigation and commerce across the great swath of the Mississippi River and its tributaries. Any actions we can take to mitigate that flooding is good for the region and good for America. I look forward to joining the other members of the MRC as we take on these challenges."

The commission itself is an advisory body. Its general duties include recommending policy and work programs, studying and reporting on modifications or changes to the Mississippi River and Tributaries project, commenting on matters authorized by law, making inspection trips, and holding public hearings that facilitate exchanges of viewpoints and ideas between the public and the MRC. Since 1879 the commission has been "listening, inspecting and partnering" with water resource interests in a watershed that is influenced by the drainage of more than 41 percent of the United States and two provinces of Canada.

The Southwestern Division is headquartered in Dallas and is one of nine Corps of Engineers regional commands. With four district offices



in Little Rock, Ark., Tulsa, Okla., and Galveston and Fort Worth, Texas, it encompasses all or part of seven states, and covers some 2.3 million acres of public land and water. As the SWD commander and division engineer, Hill oversees hundreds of water resources development and military design and construction projects that provide civil works benefits to local communities and the region and support national security. Hill has been SWD commander since July 2014.

Hill received his commission from the United States Military Academy in 1990, graduating with a Bachelor of Science degree in Chemistry. He also holds a Master of Science degree in Engineering Management from the University of Missouri-Rolla and a Master of Science degree in National Security Strategy from the National War College.

Current News



Coast Guard Update

A Report by Captain Timothy Wendt, U.S. Coast Guard Commander, Sector Lower Mississippi River.

The last year has been a very dynamic time on the McClellan-Kerr Arkansas River Navigation System (MKARNS). Significant rainfall periods resulted in prolonged high water events that disrupted navigation many times. Fortunately, there is a highly professional team assisting with navigation on the waterway; including the maritime industry stakeholders, and federal, state and local government agencies. I remain very impressed with the coordination orchestrated by the Arkansas River Emergency Response Team (ARERT). Thank you to the ARERT co-chairs, Mr. Fred Taylor and Mr. Mike Metzler, for leading this effort. Coordinating any response team takes time and commitment and I thank you for bringing us together to keep commerce moving on the MKARNS.

The prolonged high water on the MKARNS has slowed progress on the Broadway Bridge replacement in Little Rock. This project will be ongoing for approximately the next 9-12

months. We will continue to coordinate with the maritime industry to minimize impacts and look to coordinate down time to coincide with lock work by the Army Corps of Engineers.

You may have heard about a new regulation that the Coast Guard recently enacted. 46 CFR Subchapter M is the regulation moves most of the Uninspected Towing Vessels (UTV) and places them into an inspected regime. The regulation went into effect on June 20, 2016 and gives the towing industry and the Coast Guard a two year window to get ready for the first inspections. After that two year period, there will be a phased approach to get all of the UTVs inspected.

The summer boating season is upon us and we are seeing an uptick in on-water activities, including marine events. The Coast Guard Auxiliary, along with my boat forces personnel, will be patrolling the MKARNS and inland lakes during the summer. This is one of many aspects of our strategy to keep the waterway safe for all users.

To provide for maritime security, we continue quarterly Area Maritime Security Committee (AMSC) meetings in Little Rock, AR and Catoosa, OK. These meetings help us to coordinate efforts to keep port facilities and waterways secure from illegal and terrorist activities. I had the pleasure recently to thank Mr. Dave Davis, who retired at the end of June from the Port of Muskogee, for his nearly 15 years of service to the Oklahoma AMSC. If you would like to find out more information on how to join us at the next AMSC in either of these port areas, please contact Mr. James Dixon of my staff at (901) 521- 4763.

As I embark on my third and final year in command of Sector Lower Mississippi River, I look forward to strengthening the relationship between the AOPOA membership and the Coast Guard. If you have thoughts, please don't hesitate to call me at (901) 521-4820.

Date Set for Annual AOPOA Meeting and Navigation Workshop

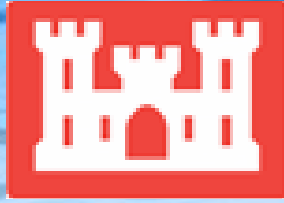
Please mark your calendars and save the date of September 15, 2016 for the Annual AOPOA Board and Membership Meeting and MKARNS Navigation Workshop! This year's one-day session will be held at the Doubletree by Hilton (formerly the Executive Hotel at City Center) in Fort Smith, AR. Registration information has been emailed to the membership list, so if you have not received anything, please let me know.

TENTATIVE AGENDA

Morning: AOPOA Joint Board and Membership Meeting

Noon: Luncheon and Arkansas River Historical Society Hall of Fame Induction Ceremony

Afternoon: MKARNS Navigation Workshop



Tulsa District Update

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

Webbers Falls Lock and Dam 16 will be dewatered for 21 days beginning August 22, 2016 and ending on September 11, 2016. Major repairs will be conducted by the Tulsa District Navigation staff and the Tennessee Valley Authority (TVA). TVA will provide additional team members to allow the US Army Corps of Engineers

to work 24/7 operations.

Downstream miter gates have severe corrosion, stress cracks, metal delamination and deteriorated members. The areas with significant metal loss will be cut out and replaced with new metal. All repaired areas will be painted prior to watering up.



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 an area of 211,415 square miles that includes the Arkansas River basin above Pine Bluff, AR and the Red River basin above Fulton, AR. With a staff of 15, ABRFC is staffed around the clock in periods of river flooding or heavy precipitation. ABRFC closely coordinates with the U.S. Army Corps of Engineers (USACE) and the U.S. Geological Survey (USGS) and other national, state, and local agencies. During critical flood situations, this coordination is nearly continuous. Each agency is responsible for an integral part of

the total mission—USACE regulates the river flows downstream of reservoirs, the USGS measures the flows, and the NWS RFC forecasts the flows.

ABRFC forecasters now issue daily river forecasts for 31 river forecast points, with daily forecasts now available for the Caney River at Collinsville, OK beginning in late February 2016. ABRFC can issue flood-only forecast for more than 200 other river locations. ABRFC data, products, and forecasts are available on the ABRFC website at www.weather.gov/abrfc.

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Current News

Arkansas Red Basin River Continued from last page

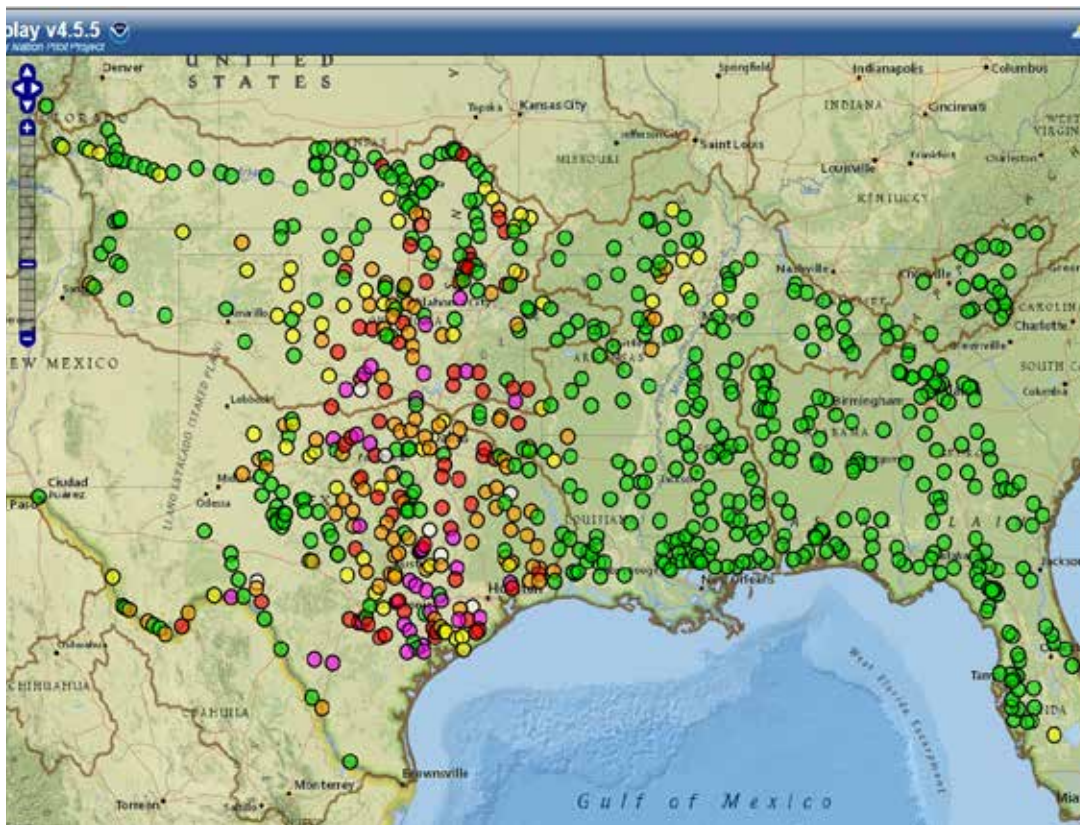
ABRFC typically uses 18 hours of future rainfall or snowfall, quantitative precipitation forecast (QPF), in the river forecasts from 15 March through 14 October. During the cooler winter months (15 October through 14 March), ABRFC uses 30 hours of forecasted precipitation in the river forecasts. Because many people need to know

represent official river forecasts, but can be used as a contingency tool.

Another recent development at ABRFC is the implementation of a new NWS's probabilistic river forecast, Hydrologic Ensemble Forecast System (HEFS), which provides probabilistic river flow forecasts that have been adjusted for known meteorological and hydrologic biases. You can access the HEFS forecasts for the Arkansas River in the ABRFC area through the Advanced Hydrological Prediction Service

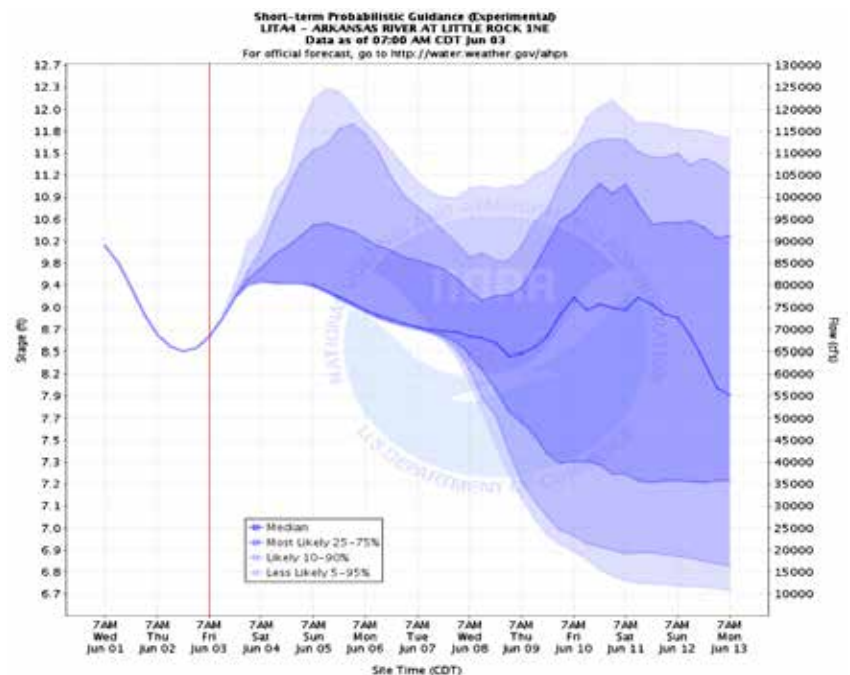
(AHPS) website for the river forecast locations.

Once on the AHPS page, the HEFS information (if available) can be viewed by clicking on the Probability Information tab and choosing the "Short-term Probabilistic Guidance (Experimental)" option. The HEFS graphics display a range of probable river stages and associated flowrates are shown. The most likely scenario is shown by the darkest hydrograph line. The confidence of the upcoming rainfall forecasts is indicated by the spread between the of the possible hydrographs. A wide spread in the hydrograph ensembles (a large shaded area) shows that there is less confidence in the upcoming rainfall forecast than smaller ensemble spread (a smaller shaded area).



the impacts on the river based on different numbers of hours of QPF, ABRFC also provides probabilistic ensemble forecasts that allow users to interactively select the number of hours of QPF and see the resulting effects on the river hydrograph (river stage over time).

The probabilistic QPF (PQPF) ensembles that were once available on the ABRFC webpage have now been moved to the NWS Enhanced Data Display (EDD) webpage. You can access these directly at <http://tinyurl.com/jgrr9ul>. The ensemble probabilistic quantitative precipitation forecast (PQPF) are based on hydrologic model simulations that incorporate the Weather Prediction Center's (WPC) 5, 10, 25, 50, 75, 90 and 95% chance amounts of forecast precipitation as well as a "best estimate" of forecast precipitation; however, the probability of the resultant hydrographs is unknown. These output hydrographs are based on raw model output and have not been reviewed by hydrologists, who, for official river forecasts, add value by adjusting hydrologic model output to account for model limitations. These ensembles DO NOT



M40 Marine Highway Signage

submitted by Deidre Smith, Manager, Waterways Division, Oklahoma Department of Transportation, Tulsa, OK



The importance of Marine Highway 40, as part of the Oklahoma Department of Transportation's overall freight strategy, is that the McClellan-Kerr Arkansas River Navigation System relieves congestion along the I-40 corridor between Arkansas and Oklahoma alleviating wear and tear on our highways and bridges. A total of 468,000 additional semi-trucks would have traversed this corridor last year if it were not for the MKARNS.

ODOT puts the safety of the traveling public as its highest priority, and congestion on the interstate system magnifies the potential for accidents to occur. Cargo on the Mississippi River destined for Arkansas and Oklahoma on I-40 can instead travel the MKARNS to ports like Little Rock, Muskogee, Oakley Port 33, and Catoosa bypassing hundreds of miles of highway. Navigation by way of the marine highway is the most environmentally friendly, cost effective and safest mode of transporting freight. In addition, waterborne commerce reduces air emissions and fuel consumption by 40% compared to rail and 270% by truck.

The Marine Highway application for the M40 corridor is a prime example of what collaboration between two states can accomplish. Deidre Smith, Waterways Manager for the Oklahoma Department of Transportation, and Gene Higginbotham, Executive Director for the Arkansas Waterways Commission, worked together bringing stakeholders, economic development councils, MPO's, and both state's Congressional Delegations, as well as Congresswoman Jenkins from Kansas, on



board by obtaining letters of support to submit with the application to Secretary Foxx in June of 2014. Once the corridor designation was approved, they worked together to create the first Marine Highway signage in the nation being posted on the bridges over the navigation system in both Oklahoma and Arkansas. As Executive Director of ODOT, Mike Patterson approved the creation and posting of the sign

in an effort to educate, advocate and market the system to the public and industries by bringing attention to the importance of freight movement on the MKARNS.

The new Marine Highway M40 sign was unveiled at a ceremony held at the Port of Catoosa dedicating the new dock and crane project awarded through TIGER IV. Administrator "Chip" Jaenichen, USDOT Maritime Administrator, attended the festivities and participated in the unveiling. These signs are being placed along the 445 mile stretch of the McClellan-Kerr Arkansas River Navigation System.



Oklahoma Ports and Terminals

Our Waterway—Past, Present and Future

An update by Bob Portiss, Executive Director, Tulsa Port of Catoosa, Catoosa, OK

Here it is, mid-June and the deep heat has already set upon us all. It seems like our waterway is continuously faced with “feast or famine” –too much or too little rainfall. We all can relate to this—especially too much rain that shut us down for up to five of the past 12 months. Let’s hope that is all in the past, at least for a long while. We now must overcome the impacts of the reduced barge traffic experienced during that time, learn what we can from it on how we might ease the pain for ourselves and most importantly our customers during the next occurrences, and tackle the new issues and opportunities that promise to come our way.



Regarding opportunities, one of the more notable is the new title recently bestowed on the MKARNS. Thanks to Dede Smith and Gene Higginbotham, our River has been designated the M-40 Marine Highway by the Maritime Administration—the unveiling of which occurred on Tuesday, May 10th by The Honorable Paul “Chip” Jaenichen, Administrator for MARAD, Dede, Gene, and Mike Patterson, Director of the Oklahoma Department of Transportation, during the Main Dock dedication ceremonies at the Port of Catoosa. Dede and Gene worked many months to successfully make this happen by soliciting letters of support, conducting numerous meetings, and obtaining congressional assistance. The positive results will be forthcoming—since this new designation seeks to divert more freight to our river and away from long haul semi-truck deliveries across our Nation’s already congested highway system.

Another significant achievement occurred when our long time friend, river developer and promoter, Scott McGeorge, of Pine Bluff Sand and Gravel, together with numerous others like Marty Shell of Fort Smith, succeeded in convincing Congress to keep the 12-foot channel an authorized project. Someday, somehow, this needed project will happen thereby increasing water productivity by at least 30%. Another milestone for our river was realizing the successful passage of WRDA 2014 (called WRRDA for Water Resource and Redevelopment Act) and a soon to be passed WRDA 2016. These new laws call attention to the infrastructure and maintenance needs of our inland waterway system. The latter bill, if enacted, will allow for more effective private/public partnerships along our river and elsewhere enabling us to join forces

with the Corps to fix infrastructure emergencies that will undoubtedly occur due to the current \$170 million + in maintenance backlog.

There were also numerous port/terminal expansion announcements along our waterway that set the stage for new growth. These include, in part: Five Rivers Distribution in Van Buren; Economic Growth initiatives by the Port of Muskogee; Oakley’s continued growth and development of their impressive facility located where State Highway 412 crosses the MKARNS near Inola, Oklahoma; the Port of Little Rock’s development of a new strategic plan for furthering their development; and the Port of Catoosa’s \$12 million main dock overhaul.

As we consider the immediate future, several of our Corps of Engineer friends have or will soon retire -- Col. Courtney Paul, Little Rock DE and Col. Rich Pratt, Tulsa DE will be retiring in July. They both

Continued on next page

Tuloma Stevedoring

An update submitted by Carol Young, Tuloma Stevedoring, Port of Catoosa.



Remodeling is never pleasant but the end results make it all worthwhile. The dock project at Tuloma Stevedoring, Inc. is nearly complete after eighteen months of construction. All projects will be completed by the first week in May with the dedication ceremony scheduled for May 10th.

The work began with the demolition of the old transit shed/warehouse. A new, large warehouse was built on the opposite side of the street, freeing up more actual dock space. New concrete replaced the old. Rail lines were replaced and re-routed on the dock, making it easier for railcars to access the overhead crane. The overhead crane got a complete refurbish and facelift – and she looks brand new once again. The finishing touches of road and utility work will complete the process.

Tuloma looks forward to showing off the updated and upgraded main dock at the Port of Catoosa.

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Port of Catoosa Update continued from last page

quickly earned the respect of our colleagues and became part of our so called "River Rat" family. Another senior official who we will deeply miss is LTG Tom Bostick, who recently retired from the Army and as Chief of the Corps of Engineers in Washington, DC. He honored us by

making a special trip to both Arkansas and Oklahoma enabling us to brief him on the MKARNS, and our Ports and Terminals. Fortunately for us, Gen. Bostick's successor, LTG Todd Semonite, is a former Division Commander who has a firm understanding of our Nation's Inland Waterway System as does his Deputy Commanding General for Civil and Emergency Operations, MG Ed Jackson. Gen. Jackson is a long time friend of our River, having previously served as the Little Rock District Engineer. As a side note, his counterpart in Tulsa was Tony Funkhouser—now MG Tony Funkhouser who leads the Army's Training Command. We truly know how to "grow them" on our waterway!

Last, but certainly not least, is BG David Hill who has also proven to be a good friend and excellent leader for the Corps and, selfishly, our Waterway. Thankfully, he is not retiring any time soon and therefore can help educate and guide our new DE's on our Waterway Issues.

My compliments to our entire Team! I am proud of each and every one of you, and that includes our Corps of Engineers Partners, for caring your very best to continue the development and upkeep of the McClellan-Kerr Arkansas River Navigation System, our Nation's Premier Waterway and New M-40 Marine Highway!

NuStar Energy

An update by Ivan Tramel, Terminal Manager, Catoosa, OK.

Holly Frontier leased the entire terminal in April 2014. In other words, we through put their asphalt products through the terminal. We had a great 2015 through put wise. We have several different grades of liquid asphalt for highway use. We receive the asphalt by rail, truck and barge and ship out the same way if needed. We are expecting to beat last years through put numbers and the year has started off really well.

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PORT 33

Oakley's Port 33

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

After a tough navigation start to 2016, February and March tonnage has been making up lost ground by means of agricultural products. Both Grain and Fertilizer are moving high volumes and look to stay consistent for the next 30 to 45 days. Industrial commodities have not fared as well this spring and the economic outlook for the balance of the year does not look as exciting as the agricultural products. Issues caused by the Oil and Gas Industry along with import

pressures and worldwide economics continue to re-align transportation lanes for the rest of 2016.

Thank you to the Tulsa Corp Hydrology and the folks from NOAA. During the spring/summer and year end flood events of 2015, both agencies really kept us updated on rain and flow conditions. Their information broadcast were invaluable.

Oakley's Terminal, Muskogee

An update by Josh Taylor, Oakley's Terminal Muskogee

Barge Tonnage for 2015 fell well below that of recent years, mainly due to record amounts of rainfall. This caused flooding and river closures from the end of May 2015 to the end of June 2015. When the waters receded in August barges faced problems of shoaling. Oakley's Terminal Muskogee helped with this problem by sending down our push boat M/V Elizabeth Ann to assist with the passing of barges through mile marker 348. But at the end of 2015 we were once again faced with river flooding and barge movement was halted.

During this downtime there was an increase in rail activity as we continued to unload steel coil railcars at an unprecedented rate. Unloading 135 railcars in one month compared to unloading 20 railcars a month when the barges were moving normally on the river.

2016 has started off well with the addition of a new fertilizer customer to our family and we have seen a substantial increase of glass cullet through our facility. We are excited to be working on a couple of new projects that should keep us busy and growing through 2016.

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PORTS

Current News

Port of Muskogee Update

An update by Kimbra Scott, Manager of Public Affairs and Special Projects, Port of Muskogee, Muskogee, OK.

Despite lost navigation days due to flooding on the MKARNS and poor economic conditions, terminal operators at the Port of Muskogee reported stronger than expected barge tonnage in December. As a result, 2015 tonnage was on par with that of 2014. Overall, stronger than usual industrial mineral shipments offset weaker than usual iron and steel traffic. Due to the December-January floods, barge traffic got off to a very slow start in 2016, but tonnage volumes are improving. Rail traffic at the Port of Muskogee is improving due primarily to shipments of glass cullet and asphalt.



The Bassmaster Central Open was held at the Port of Muskogee June 2-4. Three Forks Harbor served as the host facility for registration, boat launch and afternoon weigh-ins. The tournament field consisted of 194 boats. The complete roster was made up of 388 anglers who traveled from 24 different states and countries.

At its May, 2016, meeting, the Muskogee City-County Port Authority approved execution of a Joint Use Operating Agreement with SCJH, LLC, dba Three Forks Outfitters, for the operation of the Marina Ship Store and promotion of recreational activities at Three Forks Harbor.



In March, the Port of Muskogee welcomed Chris Williams as Deputy Port Director. Originally from Muskogee, Chris left in 1989 to enlist in the U.S. Navy. Chris spent 21 years in naval enlisted and commissioned service. In April of 2012, Chris left the R&D field to manage surface vessels' lifecycle maintenance as a federal civil servant with the U.S. Navy. Williams graduated from Norfolk State University with a Bachelor's degree in Biology, and completed his Master's degree and PhD at Old Dominion University. Chris focused his graduate studies on maritime policy and port management. He holds a graduate certificate in Maritime, Ports and Logistics Management from ODU and his dissertation is focused on developing a theory of port governance that can be used to help port managers and governing boards understand the public consequences of their decisions. Chris and his wife Sheila Morales-Colon have twins, Christopher and Melinda, who are both seniors at Hampden-Sydney College and the College of William and Mary in Virginia.



Chris Williams

Dave Davis, Special Projects Coordinator, retired from the Port of Muskogee, June 30. Dave's tenure began at the Port in 1998. His primary responsibility was for the preparation, submission and administration of grants used to fund Port projects. He administered a number of grants totaling more than \$9.5 million.

The Board of Commissioners for Muskogee County appointed Daniel Miller to the Muskogee City-County Port Authority Board replacing Charles Randolph who served two terms as a County appointee.

David Thompson passed away on May 29. David was instrumental in the success of the Port of Muskogee, serving as Secretary of the Port Authority Trust and Chairman of the Port Authority Personnel Committee for more than fifteen years.



Arkansas Ports and Terminals



Five Rivers Distribution

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

Five Rivers Distribution Fort Smith had a slow start to the 2016 due to heavy flooding in December and January. We had a strong February and March. Mostly catching up to back log, but we have had a good first quarter. Praying that the rains stay at normal levels for the rest of 2016. We are currently adding some new forklifts and loaders to our inventory to help better serve our customers and working with the State

of Arkansas with economic development projects.

Five Rivers Distribution Van Buren will have a ribbon cutting ceremony May 10th on the three warehouses we have built for our bulk storage customers and looking at other capital improvements to our facility for 2016. Van Buren had a strong February and March and hopes those trends continue.

Logistic Services Inc.

An update by Fred Long, Logistic Services Inc., Little Rock Operations.



LSI enjoyed its second largest tonnage year across the docks in 2015 at the Little Rock terminal despite the extremely wet spring of last year. Terminal operations

were extremely strong and our packaging operations were steady throughout 2015 as well. The first quarter of 2016 has seen our docks continue to operate at or near capacity. We have handled 15% more barges versus first quarter 2015. Fertilizer has really bounced back, up 71% from last year, and bulk commodities are

up 79%. Steel tonnage is down but last year was an unexpectedly strong year for steel across the docks. Our terminal and packaging operations remain strong and steady and we look for them to stay that way throughout the year. We are optimistic that the Port of Little Rock will have another strong tonnage year.

Installation of new fencing and additional security features are nearing completion at the port facilities thanks to a grant awarded by the Arkansas Waterways Commission to the Little Rock Port Authority.



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

The Little Rock Port Authority received a grant from the Arkansas Waterways commission in the amount of \$100,000 to install enhanced perimeter fencing and CCTV surveillance at the Arkansas River Terminal, Transit Warehouse, Slackwater Harbor and Foreign Trade Zone Warehouse. The work has been completed and the enhancements will allow the Port to attract new clients and grow the tonnage that comes across the docks. In addition to these improvements, the Little Rock Port Authority has recently constructed a five-acre laydown yard to accommodate additional commodities and short-term demands for storages.

Thru the first four months of 2016, Little Rock Port activities continue to compare favorably to calendar year 2015. Thru April,

the Little Rock Port Authority (working thru our partners at LSI) has handled over 180 barges and 273,000 net tons of various commodities move across the docks.

In March of 2016, the Little Rock Port Authority completed an economic impact study. The study focused on the impact of the Little Rock Port on Central Arkansas for the years 2005 to 2015. During this ten year the total impact of the Port was \$5.1 billion dollars; this included water and rail operations, construction of new and existing facilities, employment at all companies located at the Port and all infrastructure upgrades at the Port. This study confirmed what has always been assumed; the Port of Little Rock plays a significant role in the Little Rock economy and is one of the larger economic development engines in our community. The study found that there were 3,298 were employed in the Park in calendar year 2015; this is up from a total employment of 1,652 in 2005. During this period, more than \$1.8 billion has been contributed to the Little Rock gross regional product by industries at the Port. Total payroll for this time period was nearly \$900 million and more than \$135 million in state and local taxes were generated for this time period.



Economic Development
ALLIANCE
for Jefferson County, Arkansas

An article submitted by Rhonda Dishner, Executive Assistant, Economic Development, Economic Development Alliance for Jefferson County, Pine Bluff, AR

Positive activity is ongoing at the Port of Pine Bluff's Harbor Industrial District (HID), improving the overall look of the district and increasing the local tax base, Economic Development Alliance President, Lou

Ann Nisbett, told the Pine Bluff-Jefferson County Port Authority at its March meeting. This industrial area located on an Arkansas River slack-water is managed by the Port Authority, the Alliance-affiliate organization that developed the district in the late 1960s.

The Port Authority's 20-acre public terminal complex in the HID furnishes complete local, regional or international shipping and receiving services for industrial and agricultural customers in Jefferson County and surrounding areas. As a multimodal operation, the terminal provides rail and truck services as well as its river barge transloading capabilities.

At the same Port Authority meeting, long-time Terminal Manager Mike Murphy gave an overview of recent facility upgrades paid for

See Alliance next page

Current News

Alliance continued from last page



Pine Bluff port public terminal facilities underwent significant improvements recently, including refurbishment of over 64,000-SF of the main warehouse roof. Here, a work crew is installing Duro-Last vinyl to replace rusted areas of steel sheeting on a portion of the roof's surface.

by Watco Terminal & Port Services, the company that has operated the complex for the authority since March 2015. Murphy reported that recent expenditures on terminal facilities have totaled \$877,373, not counting spot repairs to the terminal's rail spur.

Recapping the recent improvements, Murphy reported that several bin walls of the fertilizer storage building were structurally rebuilt to "better than original" quality, three roof sections of the main terminal warehouse were removed and refurbished, and the terminal's two-story office building underwent renovations that included new roofing shingles. Over time, Murphy noted, well-used equipment wears out, metal roofs rust in inclement weather, caustic fertilizers reek havoc with wooden walls and beams, and railroad ties need replacing.

There has also been new construction in the district. Southwind Milling began production last fall at its new \$32 million rice mill built on a waterfront site it purchased from the Port Authority in 2013. Additionally, Southwind's parent company has made numerous improvements to other existing buildings it owns in the harbor district.

A decade-old company in the HID also has been making capital investments to its facilities. The Strong Company, Inc., a processor, blender and bagger of lightweight aggregates and specialty cement products, is building a 10,000-SF warehouse on its property for the storage of vermiculite ore as part of a planned upgrade and expansion of its capabilities. Also included in this program is new energy efficient lighting for the plant floor, new components for the cement product blending line, and expanded rail car loading and unloading facilities. According to a company executive, Strong's total investment is approximately \$500,000.

Legislators Learn About Pine Bluff Port



Terminal and Port Services, tells one tour group about the terminal's services as a barge is unloaded in the background.



Mississippi Connection

An update by John Janoush, Vice President, Jantran, Inc., Rosedale MS.

Business has been good so far this year. We had some extremely high water we had to deal with in December but things have since leveled out. The fertilizer tonnage has been very strong this year and is still holding fairly well. Southbound grain and scrap are also keeping us busy. Jantran is looking forward to the 8th of our new 4000 h/p vessels being delivered in July. We have also built two new 2000 h/p fleet boats in our shipyard in Rosedale. Looking forward to harvest in the fall.



Please visit our Website at: www.aopoa.net for:

- More information on the McClellan-Kerr Arkansas River Navigation System, its Stakeholders and beneficiaries;
- Lock Locations;
- Maps and Charts;
- Shipping FAQ's;
- A Directory of Ports and Terminals;
- A List of Barge and Towing Companies;
- Environmental Advantages of Waterway Shipping;
- Additional Information on AOPOA, and
- Digital copies of the Summer 2016 issue of Current News

Current News

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:

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