

## McClellan-Kerr Arkansas River Navigation System (MKARNS) is the waterway's official name – so-named by an Act of Congress, 1/5/1971 (PL91-649).

▲ The MKARNS is 445-miles long and includes the Verdigris, Arkansas, and 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.



▲ 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.

▲ 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. Congress authorized a 12 ft. draft in 2005 but never appropriated funds. The current total of 1,500 short tons of capacity could be increased by 200 tons for each additional foot of draft.

▲ In 2014, 1,187 recreational vessels locked through Oklahoma's 5 locks; 2,743 locked through Arkansas' 13 locks.

▲ In 2014, 194,968 pleasure boats were registered in Oklahoma; 206,006 registered in Arkansas.

▲ 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.

▲ The MKARNS status changed from a moderate to high-use waterway system in February 2015 after the Waterborne Statistic Center (WSCS) showed the 5 year average to be 3.3 billion ton miles.

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

▲ The MKARNS serves a 12-state region due to the Port of Catoosa being the most westerly inland river port that is ice free 24/7/365. The states include AR, OK, KS, TX, CO, MO, NE, MN, SD, ND, MT, and ID.

▲ 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.

▲ 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 5,769,292 tons of waterborne commerce were transported by alternative methods, it would require 221,896 trucks or 57,693 railcars respectively.

▲ If the entire system of the MKARNS's 11,719,572 tons of waterborne commerce were transported by alternative methods, it would require 450,753 trucks or 117,196 railcars respectively.

▲ The MKARNS shipped 36.9 million bushels of wheat and 27.7 million bushels of soybeans in CY14.

▲ It is estimated that moving the current waterway traffic to rail would increase both fuel usage and raise CO2 emissions by nearly 40%. Using trucks to haul the same freight would increase fuel usage and CO2 emissions by 270%.

▲ The University of Tulsa's women's rowing team practices on the MKARNS just south of the Port of Catoosa.

▲ **If you would like to be included on the mailing list for annual calendars, locking-through instructions, maps or have general questions, please email [waterways@odot.org](mailto:waterways@odot.org) for additional information.**

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**Little Rock District**  
**Navigation & Maintenance Section**  
**U.S. Army Corps of Engineers**  
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### NAVIGATION CHARTS

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

Tulsa District: [www.swt.usace.army.mil/](http://www.swt.usace.army.mil/)

Little Rock District: [www.swl.usace.army.mil/](http://www.swl.usace.army.mil/)

Other Rivers/Districts: [www.usace.army.mil/](http://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](http://www.aopoa.net)

[Oklahoma Boating Laws Handbook](http://www.okboated.com)  
[www.okboated.com](http://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.*



# 2015 INLAND WATERWAY FACT SHEET



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# 2014 Tonnage

2014 tonnage on the entire McClellan-Kerr Arkansas River Navigation System totaled **11.7 million tons**, with a value of **\$4.25 billion**. Oklahoma's 2014 waterborne commerce totaled **5.7 million tons**, with a value of **\$2.56 billion**.

### Iron & Steel

1,659,425 tons \$ 669,013,783

### Chemical Fertilizer

2,389,781 tons \$ 1,798,692,567

### Other Chemicals

113,011 tons \$ 85,058,859

### Petroleum Products

581,703 tons \$ 540,291,563

### Coal & Coke

422,100 tons \$ 26,600,742

### Sand, gravel & rock

3,094,204 tons \$ 25,650,951

### Soybeans

1,289,500 tons \$ 439,448,705

### Wheat

1,107,900 tons \$ 377,561,241

### Other Grains

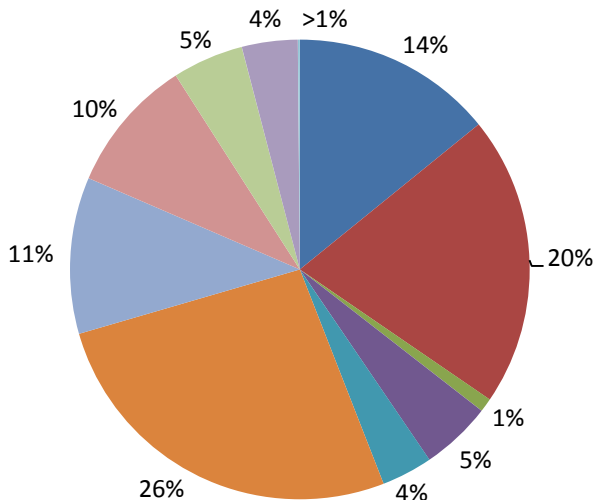
584,750 tons \$ 123,738,948

### Forest Products/Minerals

461,980 tons \$ 97,759,588

### Project Cargo; Mfg. Equip/Machines

15,218 tons \$ 75,132,322



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-oriented 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 29-cent per gallon diesel fuel tax that goes into the Inland Waterways Trust Fund, and a 4.3-cent tax earmarked for deficit reduction. The 9-cent increase beginning on April 1, 2015 was approved in the ABLE Act passed by Congress.

▲ 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.

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

# Teachers & Students



Get involved in the excitement at the Tulsa Port of Catoosa by visiting the Oklahoma Maritime Education Center. The free exhibit features interactive video kiosks teaching about the history and economic impact on Oklahoma. Also, see the Port's first towboat, the M/V Charley Border while on a tour. To schedule a classroom excursion, contact: 918.266.2291 [www.tulsaport.com](http://www.tulsaport.com)

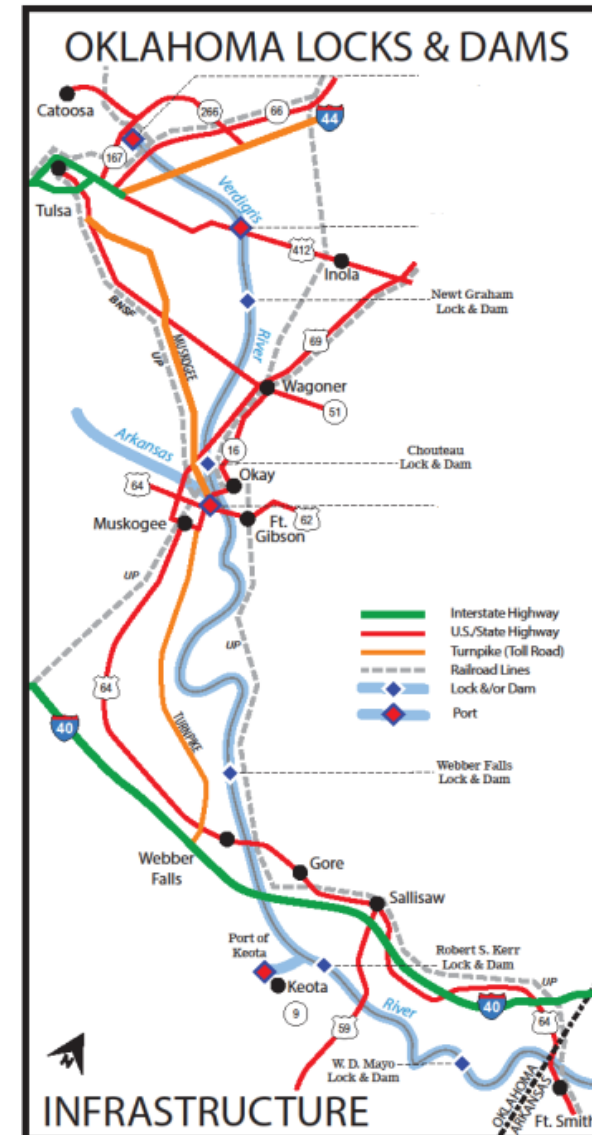
## Did you know . . .

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



The Roll-on/Roll-off Low Water Wharf is a public dock operated by the **Tulsa Port of Catoosa** for transferring over-dimensional or overweight project cargo such as giant processing equipment used in refineries.



## Oklahoma's Public and Private Ports

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