Driving Tour -- 5.7 Miles (See Map)

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1. After leaving the Maritime Education Center, take some time to look at the towboat Charley Border that is permanently docked next to the Port Authority building. As you exit the parking lot to begin your Port Tour, turn right on Main Parkway, then left on Bird Creek Avenue. Continue straight on Bird Creek Avenue and follow the blue directional signs marked "Port Tour."

2. You will notice a lot of pipe and tubing at TMK IPSCO on the left. This material is usually manufactured in the eastern states and is transported here by barge for final processing such as heat treating, threading and testing. From here, it will travel west by truck or rail to the oil and gas fields.

3. As you drive north on Bird Creek, you will notice the Hughes Lumber distribution center on the right. Hughes supplies lumber and building materials to nine retail outlets in Oklahoma and Kansas from this facility.

4. On the left is Miles Shipping Corp. They are in the business of customs clearing and processing, warehousing, and the storage of shipping containers. Shipping containers are large boxes that can be connected to wheels and chassis to form trailers for semi-trailer trucks. Without the wheels, they can be stacked and transported around the world on railroad cars, barges or steamships.

5. Straight ahead is Coveris High Performance Packaging, where durable plastic bags are made.

Turn right on Verdigris Parkway, you will see part of the Port's 15 miles of railroad tracks. Rail cars are brought to the Port's property line by the BNSF and SKOL railroads, where they are picked up and moved by Port-owned switch engines.

6. Continuing on, the road turns onto East Channel Road. You will see the navigation channel on your right. There may be jumbo hopper barges unloading dry fertilizer across the channel (in front of the domes) or tanker barges on this side loading or unloading liquids. The structures barges tie to are called dolphins. On your left on East Channel Road are storage tanks belonging to Brenntag Southwest, Inc.; BKEP Materials, LLC; and Safety-Kleen Systems, Inc. As you continue along this route there are more storage tanks on your right belonging to Westway and NuStar Energy, LP. These tanks are used to store asphalt, molasses and chemicals. Some of this material is so thick it has to be maintained at a minimum temperature of 95 degrees Fahrenheit in order to flow. Following the blue directional signs, you will double back and take a left hand turn on West Channel Road.

7. The six tan domes you see on the right are used to store dry bulk materials such as fertilizer. They are made of concrete and can hold 5,000 tons each. The wooden building can store an additional 50,000 tons.

As you drive south on West Channel Road, look to your left, across the channel and beyond the trees and you will see Terra, a giant producer of liquid fertilizer. Some of this material is shipped on refrigerated barges at 28 degrees below zero Fahrenheit. The billowing clouds are harmless water vapor.

8. Also on the east bank of the channel is a grain terminal owned by Gavilon Grain. Gavilon is one of the largest grain companies in the U.S. They can handle a combined total of 1.5 million bushels of wheat, fertilizer and/or soybeans from the facility with the white dome.

9. The main cargo wharf is the next stop. where you will see our large bridge crane, used for loading and unloading cargo such as steel and fabricated equipment to and from barges. It can lift 200 tons at a time.

10. Straight ahead is the Port's grain handling facility, operated by Gavilon Grain. They can store over four million bushels of grain in the silos and building. Hard red winter wheat arrives here from Oklahoma, Kansas and parts of Texas by truck and rail and is shipped by barge to New Orleans. From there it travels to ports all over the world on ocean-going vessels.

11. After turning west, you will notice GEA Heat Exchangers on your right. The company manufactures giant heat exchangers for refineries and other industrial purposes.

After you turn left on Arkansas Road you will see a small gray and red building on Caney Road. This is the grain probing station where truckloads of wheat are graded before unloading.

Two right turns will put you on Bird Creek Ave., heading north. Turn left on Keystone.

12. There may be some giant processing equipment being constructed by Linde Process Plants outside on the right or left. Linde's equipment is shipped all over the world.

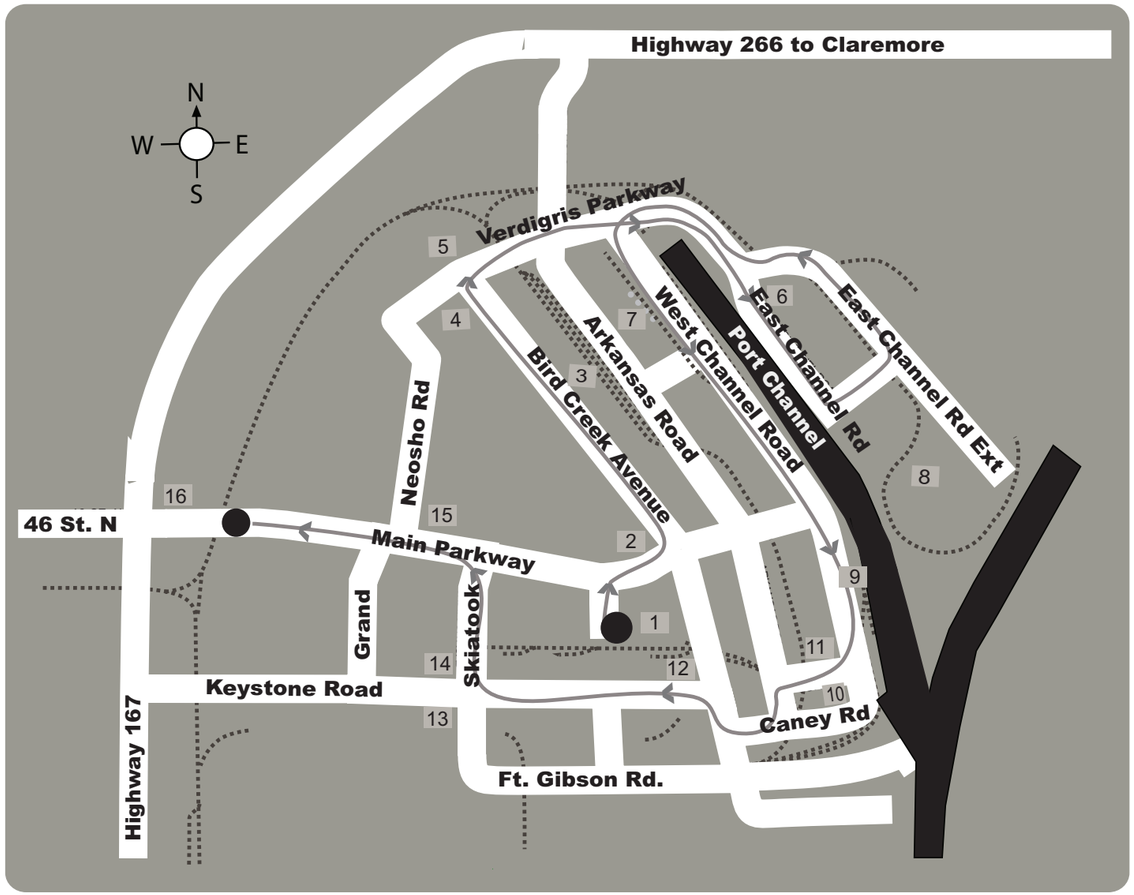
13, 14. These two companies, Advance Research Chemicals, Inc., and Air Products and Chemicals are all leading producers of chemicals used in industry.

15. As you approach Main Parkway, straight ahead you will see Matrix Service Inc. Matrix manufactures the huge above-ground storage tanks used to hold petroleum products.

16. Turn left on Main Parkway and you will be heading toward the Port's main gate. Before you reach the main gate you will pass Umicore's plant on the right. They are the world's leading manufacturer of catalysts for the automobiles and trucks.

This concludes your tour of the Tulsa Port of Catoosa – Tulsa's gateway to the world. We hope you've had an enjoyable and memorable time and that you'll tell your friends about us.

Tulsa Port of Catoosa



1	Port Office Oklahoma Maritime Education Center	9	General Dry Cargo Terminal
2	TMK IPSCO	10	Gavilon Grain Terminal
3	Hughes Lumber	11	GEA Heat Exchangers, Inc.
4	Miles Shipping Corp. (FTZ #53)	12	Linde Process Plants
5	Coveris High Performance Packaging	13	Advance Research Chemicals
6	Liquid Bulk Terminals	14	Air Products and Chemicals
7	Dry Bulk Fertilizer Terminal	15	Matrix Service, Inc.
8	Gavilon Grain	16	Umicore

Waterway Facts

❑ The official name of the System is the McClellan-Kerr Arkansas River Navigation System – so-named by an Act of Congress on Jan. 5, 1971 (PL 91469).

❑ The McClellan-Kerr is a multi-beneficiary system. It provides water supply, navigation, fish and wildlife conservation, recreation, hydropower generation, and flood control (when considered as a part of the Arkansas River Basin Project, which includes upstream reservoirs to control water flows).

❑ The McClellan-Kerr is 445-river miles long. Elevation differential from beginning to end (mile point 600 on the Mississippi River to the Tulsa Port of Catoosa) is 420 feet. The System includes the White, Arkansas and Verdigris rivers. The Corps of Engineers maintains a 9-foot channel depth on the navigation system.

❑ There are 18 locks and dams on the McClellan-Kerr – 13 in Arkansas and 5 in Oklahoma. Each lock chamber is 110 ft. wide x 600 ft. long. The System was designed for 8-barge tows.

❑ Federal cost of the System was $1.2 billion. More than $3.5 billion in public and private investment has occurred along the System in Arkansas and Oklahoma. At the Tulsa Port of Catoosa alone, there is a private sector investment in excess of $300 million.

TULSA PORT OF CATOOSA®

❑ Some 90+ companies and 5,200 employees are located at the five public ports on the System at Catoosa, Muskogee, Ft. Smith, Little Rock and Pine Bluff. There are approximately 50 private commercial docks.

❑ There are approximately 80 companies on the Oklahoma segment of the Waterway. The segment between Catoosa and Muskogee provides direct employment for more than 6,500 people and an annual payroll in excess of $260 million. Indirect employment accounts for another 6,000 jobs and a payroll of $90 million.

❑ The waterway industry provides direct employment for approximately 180,000 American citizens.

❑ There are three designated Foreign Trade Zones along the Navigation System, at the public ports of Little Rock (Arkansas), Muskogee and Catoosa (Oklahoma).

❑ Cargoes typically shipped on the Waterway include chemical fertilizer, agricultural products, iron and steel, petroleum products, wheat, soybeans and fabricated equipment.

❑ More than 2 million tons of waterborne cargo passed through the Tulsa Port of Catoosa in 2009.

❑ The first major inland waterway movement of military equipment since World War II originated on the McClellan-Kerr by the Arkansas Army National Guard when it traveled to Camp Grayling, Mich. for training.

❑ Inland barges carry approximately 15 percent of the nation's freight at the lowest unit cost, while offering an environmentally-sound alternative to other land modes.

❑ Inland waterway transportation provides competitive shipping rates, keeping truck and rail transportation costs low – an ideal transportation environment for new or expanding industries.

❑ Number of miles one ton can be carried per gallon of fuel: inland barge 514 miles; rail 202 miles; truck 59 miles.

❑ One jumbo barge has the same capacity as 15 railcars or 60 semi-trucks.

One jumbo barge = 1,500 tons, 52,500 bushels or 453,600 gallons

One railcar = 100 tons, 3,500 bushels or 30,240 gallons

One semi-truck = 25 tons, 910 bushels or 7,865 gallons.

❑ More than 11 million tons of cargo were transported on the McClellan-Kerr Arkansas River Navigation System in 2008, with a value of more than $2 billion. Approximately 3.8 million tons, valued at $1.2 billion, travelled on the Oklahoma segment of the Waterway.

❑ Forty foreign countries have traded with the Arkansas River Basin Region via the McClellan-Kerr Arkansas River Navigation System.

Learn more about the Tulsa Port of Catoosa by visiting our web-site at www.tulsaport.com.

Address:
5350 CIMARRON ROAD
CATOOSA, OK 74015
(918) 266-2291
or e-mail: info@TulsaPort.

TULSA PORT OF CATOOSA®

Tulsa Port of Catoosa Tour Guide

WHAT IS THE TULSA PORT OF CATOOSA?

The Tulsa Port of Catoosa is an inland seaport and 2,500-acre industrial park created for industries that can benefit from waterway transportation. There are approximately 70 companies currently located at the Port, employing more than 3,500 people.

AN INLAND SEAPORT IN OKLAHOMA?

The Tulsa Port of Catoosa is situated at the head of navigation for the McClellan-Kerr Arkansas River Navigation System, stretching from Catoosa, Oklahoma, to the Mississippi River, 445-miles away. It travels along the Verdigris, Arkansas and White rivers. Cargo loaded in river barges in Catoosa can be transported via the Port of New Orleans, to any seaport in the world, without touching land again.
By heading north on the Mississippi and Ohio systems, ports as far away as St. Louis, Minneapolis, Chicago or Pittsburgh can be accessed.

To make reliable navigation possible on the Arkansas River, the Army Corps of Engineers built 18 locks and dams between Catoosa and the Mississippi River, forming a "staircase of water" across the entire state of Arkansas and one-third of the way into Oklahoma.

Note: We request that visitors remain inside their vehicles at all times while touring the Port.

Please remain on Port roads during the tour. Entrance to Port industry properties is not permitted.

CAN WE SEE A LOCK AT THE PORT OF CATOOSA?

The nearest, the Newt Graham Lock and Dam, is 13 river miles from Catoosa. It is located seven miles south of Highway 412, one mile southwest of the town of Inola. Call 918-682-4314 to arrange a visit.

WHY IS BARGE TRANSPORTATION SO IMPORTANT?

Cost savings. It is estimated that transporting by barge costs one-third as much as railroad and one-fifth as much as truck. That is, if you can fill the barge. Barge transportation is environmentally sound and safe.

HOW BIG IS A RIVER BARGE?

There are several sizes, but the most common, the jumbo hopper barge, is 35 feet wide and 195 feet long. It can hold 1,500 tons of cargo – as much as 60 semi-trailer trucks or 15 rail cars.

Generally eight barges are lashed together to form a "tow" for a trip on the river. They are pushed by a single "towboat." The combined load is equivalent to 480 semi-trailer trucks.

HOW FAST DOES RIVER TRAFFIC GO?

Approximately 6 to 10 miles per hour. It takes about 10 days to reach New Orleans from Catoosa.

WHEN WAS THE NAVIGATION SYSTEM BUILT?

It took 20 years for the Army Corps of Engineers to complete the Navigation System. It was dedicated by President Nixon in June 1971.

The Tulsa Port of Catoosa was built with general obligation bond money from the citizens of the City of Tulsa and Rogers County.

HOW MUCH DID THE WATERWAY COST?

The McClellan-Kerr Arkansas River Navigation System cost $1.2 billion to build. At the time it was the most expensive civil works project ever undertaken by the Army Corps of Engineers.

WHAT CAN WE SEE AT THE PORT?

The first place you will stop is the City of Tulsa-Rogers County Port Authority administration building where you may visit the Oklahoma Maritime Education Center. Here you will see interactive exhibits and wall panels showing the development of the Port and the navigation system and a working model of a towboat going through a lock. Outside of the Port Authority Building is the Jon R. Stuart Maritime Park. You will also see the Towboat Charley Border. It was the first towboat that operated in the Port harbor.

WHERE DO WE GO FROM THERE?

Now it's time for your driving tour.