

# A G E N D A

## FORT SMITH PORT AUTHORITY

MEETING – Wednesday, April 18, 2012  
Fort Smith City Offices  
623 Garrison Ave, 3<sup>rd</sup> Floor  
Planning Conference Room

TIME: 11:30 A.M.

1. Call to order and roll call
2. Approve minutes of meeting of January 19, 2012
3. Tonnage Report, Previous Quarter Activity
4. Financial Report
5. Old Business
  - a. Report on Mill Creek influence/Poteau River bank repairs
    - i. Design of proper reinforcement solution
    - ii. Use of 1% Streets & Drainage Sales Tax Revenues
  - b. Report regarding inquiry of Beam property adjacent to port property.
6. New Business
  - a. AOPOA Conference Dinner: Glass Pavilion, Tuesday May 8  
(AOPOA Navigation Conference Registration enclosed)
  - b. Arkansas Land Commissioner's 12-ft channel initiative
6. Next meeting: July 26, 2012
7. Adjourn

City of Fort Smith  
Port Authority Meeting  
11:30 a.m. Thursday, January 19, 2012  
Port of Fort Smith Facility  
200 Navy Road, Fort Smith, Arkansas

MINUTES

The Fort Smith Port Authority held its regular quarterly meeting at 11:30 a.m. on January 19, 2012 at the Port of Fort Smith facility on 200 Navy Road, Fort Smith, Arkansas.

Port Authority members present were Chairman Rick Parrish, Bob Worley, Eddie Norman, and Larry Combs. Member Rick Spearman was absent. Others present at the meeting were Marty Shell and Wesley Daniel of Five Rivers Distribution, Jeff Dingman of the City of Fort Smith, and Rusty Garrett of the Southwest Times Record.

Chairman Parrish called the meeting to order, and a quorum was noted present. Mr. Worley moved approval of the minutes from the October 20, 2011 meeting. Mr. Norman seconded and the motion carried by unanimous vote.

Mr. Spearman asked Marty Shell to deliver the tonnage report for the Fourth Quarter of 2011. Mr. Shell reviewed materials and tonnage reports for October, November and December through the Ports of Fort Smith and Van Buren. Mr. Shell noted that a total of 50,383 tons of product moved through the Ports of Fort Smith and Van Buren in the Fourth Quarter 2011. For the year, Five Rivers Distribution moved over 364,766 tons of product through the Ports of Fort Smith and Van Buren, compared to just under 398,409 tons through 2010. It was noted that some of the reduction was due to one particular client being closed to production for maintenance for two months, but the client resumed operations and is taking material again.

Under Unfinished Business, Mr. Parrish asked Mr. Shell to review recent improvements to the Port warehouse, which were authorized at the October meeting. Mr. Shell pointed out that all work to the overhead doors and the warehouse floor was completed under the \$10,000 amount allotted. Mr. Dingman noted that all bills had been paid, and the total cost for renovations was \$9,572.12. Combined with improvements to the office area in the previous quarter, a total of \$20,983.09 was spent on improvements at the Port facility in 2011. This leaves a total of \$20,817.67 unencumbered in the Port Authority account as of this date. *(Note: Upon review of the financials subsequent to this meeting, it was determined that the unencumbered balance had been miscalculated, the actual ending balance was actually \$2,355.46, considerably less than originally reported)*

As part of the discussion regarding still-needed improvements at the facility, Mr. Shell began describing problems resulting from a need to reinforce the mouth of Mill Creek, as flows from the Mill Creek drainage channel spilling into the Poteau just upstream are undermining the riverbank in the vicinity of the Port's docks, particularly Dock 2. Five Rivers has worked to stabilize the riverbank with materials on-hand, including trees that have been cut down along the riverbank to open up the Port property. Clearing the vegetation to the tree line has improved the appearance of the Port, and also provided the trees themselves as reinforcement for the riverbank. Five Rivers also spent approximately \$3500 to re-build the northwest corner of the bulk storage warehouse, where the block wall had been pushed out by the material and was failing.

The discussion of the erosion problems along the banks of the Poteau River led to the introduction of New Business. Mr. Worley and Mr. Shell reported on a meeting the City held on November 16 with representatives from the US Army Corps of Engineers to discuss the channel maintenance of the Poteau River, along with concerns about the riverbank. At this meeting the USACE acknowledged responsibility for maintaining the 9'x130' channel of the Poteau River from the turning basin to the Arkansas River. However, there are no funds programmed for this project in the USACE budget. MKARNS project funds are programmed to that specific project on the Arkansas River, and cannot be used for work on the Poteau River. The USACE encouraged the city to engage a lobbying effort with its Congressional delegation to pursue any needed funds. The USACE reported that they surveyed the channel in early 2011 and found the 9'x130' channel to be clear, meaning that it does not warrant being dredged at this time. Mr. Shell pointed out that this was before the heavy rains in the spring of 2011, and should be verified, which the Corps did sometime after the November meeting and found the channel to still be clear. Mr. Worley pointed out that the USACE has no obligation to provide a 9' depth at the dock, so long as there is a clear 9' depth in the channel that is 130' wide. Mr. Dingman provided a written report of notes from the November 16 meeting.

The discussion led to what to do with the pending erosion problem undermining the riverbank. Mr. Shell explained that he thought fortifying the mouth of Mill Creek, and the entire riverbank along the Port property with heavy riprap and concrete would help preserve the facility. In the interest of addressing the most pressing needs for reinforcement, Mr. Shell surmised that 10-15 loads of heavy riprap, coupled with concrete to stabilize it, would address the immediate need. If the material could be purchased and delivered, Five Rivers could handle the installation. To finish the job, from the mouth of Mill Creek to the northernmost point of the erosion problem, would take approximately 85 additional loads of riprap/concrete. Funding requirement (calculated on estimates for the cost of riprap at about \$200 per load, plus then the cost of concrete) for the initial phase was estimated at about \$5,000. Finishing the job would require, on estimates, another \$25,000.

The Port Authority discussed the possibility of addressing the Mill Creek concern with the City of Fort Smith, and inquiring as to whether the drainage improvement project on Mill Creek could be extended to where Mill Creek empties into the Poteau River. The improvement project stopped about 500 yards from the Poteau River. Coupled with that discussion was whether or not funds from the City's 1% sales and use tax for streets & drainage improvements could be used to address this erosion problem, as it is being caused at least in part by the drainage from Mill Creek, which serves as a conduit for stormwater drainage for a large part of the City of Fort Smith.

Mr. Combs moved, seconded by Mr. Worley, to ask Mr. Dingman to inquire with the City's engineering department for an evaluation of the Mill Creek influence on the Port's bank along the Poteau River for 1) a determination as to whether or not the proposed plan would provide a suitable solution to the problem; 2) whether or not it would be proper to use approximately \$30,000 from the 1% sales and use tax for streets and drainage to address the problem in this fashion; and 3) to authorize Five Rivers Distribution to initiate the purchase of the materials needed to address the immediate need to stabilize the riverbank immediately north of Dock 2, not to exceed \$10,000. The motion carried by unanimous vote.

Incidental to Mr. Shell's report on Five Rivers undertaking necessary repairs to the masonry wall in the corner of the bulk storage warehouse, Mr. Shell asked if the \$3,500 spent on that repair

could be added to the total of capital improvements funded by Five Rivers that are to be reimbursed by the Port Authority by way of turning back 25% of the royalties received. Mr. Dingman stated that pursuant to a 2008 agreement with Five Rivers as Port Operator, they were to be reimbursed for approximately \$66,000 in authorized improvements to the facility. Mr. Shell added that this provision was conceived in 2008 as a way for Five Rivers to get the facility into operable conditions without having to wait for the Port Authority to accumulate the funds necessary to make the improvements from royalties received. To date, the total still owed to Five Rivers is approximately \$58,613 and adding the cost of this repair would put the amount to be reimbursed at approximately \$62,113. Mr. Norman moved to add the appropriate amount (Mr. Shell will provide the actual invoiced amount to Mr. Dingman) to the reimbursement total. Mr. Combs seconded, and the motion carried by unanimous vote.

The next meeting of the Port Authority will be held April 19, 2012. There being no further business, the meeting adjourned at approximately 12:10 p.m. Upon adjournment, the members walked through the warehouse to view the recent improvements and along the riverbank to see various improvements and needs as pointed out by Mr. Shell.

Respectfully submitted,



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Jeff Dingman  
Deputy City Administrator  
City of Fort Smith, Arkansas

# FIVE RIVERS DISTRIBUTION - VAN BUREN TONNAGE REPORT

Date: January 1-31, 2012

Pay to: City of Fort Smith

PORT	DATE RECD.	COMMODITY	RECD. VIA	LOAD WT	TONS	PAY
<b>RECEIVED VIA TRUCKS (Rate \$.1178 PNT)</b>						
VB	1/1-31/12	Electrical Coils	Trucks	1,043,656	521.8280	61.47
VB	1/1-31/12	Steel Coils	Trucks	0	0.0000	0.00
VB	1/1-31/12	Tinplate Coils	Trucks	0	0.0000	0.00
VB	1/1-31/12	Wire Rods	Trucks	43,168	21.5840	2.54
VB	1/1-31/12	Proppants	Trucks	0	0.0000	0.00
TOTALS				1,086,824	543.4120	64.01
<b>RECEIVED VIA RAIL (Rate \$.1178 PNT)</b>						
VB	1/1-31/12	Lumber	Rail Cars	0	0.0000	0.00
VB	1/1-31/12	Ingots	Rail Cars	365,463	182.7315	21.53
VB	1/1-31/12	Tinplate Coils	Rail Cars	0	0.0000	0.00
VB	1/1-31/12	Wire Rods	Rail Cars	413,800	206.9000	24.37
TOTALS				779,263	389.6315	45.90
<b>RECEIVED VIA RAIL (Rate \$.0522 PNT)</b>						
VB	1/1-31/12	Oxane	Rail Cars	0	0.0000	0.00
VB	1/1-31/12	Sand	Rail Cars	0	0.0000	0.00
TOTALS				0	0.0000	0.00
<b>RECEIVED VIA BARGE (Rate \$.1178 PNT)</b>						
VB	1/1-31/12	Wire Rods	Barges	28,716,820	14,358.4100	1,691.42
VB	1/1-31/12	Tinplate	Barges	0	0.0000	0.00
VB	1/1-31/12	Steel Coils	Barges	1,106,053	553.0265	65.15
TOTALS				29,822,873	14,911.4365	1,756.57
<b>RECEIVED VIA BARGE (Rate \$.0522 PNT)</b>						
VB	1/1-31/12	DDG	Barges	0	0.0000	0.00
VB	1/1-31/12	Corn Screenings	Barges	0	0.0000	0.00
VB	1/1-31/12	Phosphate	Barges	0	0.0000	0.00
VB	1/1-31/12	Magnachem Ore	Barges	0	0.0000	0.00
VB	1/1-31/12	Magnesium	Barges	0	0.0000	0.00
TOTALS				0	0.0000	0.00
<b>RECEIVED VIA TRUCK (Rate \$.0522 PNT)</b>						
VB	1/1-31/12	Corn	Trucks	0	0.0000	0.00
				0	0.0000	0.00
<b>SHIPPED VIA BARGE (Rate \$.0522 PNT)</b>						
VB	1/1-31/12	Coal	Barges	0	0.0000	0.00
TOTALS				0	0.0000	0.00

01/31/12 TOTAL DUE CITY OF FORT SMITH FOR VB TONNAGE

1,866.48

# FIVE RIVERS DISTRIBUTION - VAN BUREN TONNAGE REPORT

Date: February 1-29, 2012

Pay to: City of Fort Smith

PORT	DATE RECD.	COMMODITY	RECD. VIA	LOAD WT	TONS	PAY
<b>RECEIVED VIA TRUCKS (Rate \$.1178 PNT)</b>						
VB	02/01-29/12	Electrical Coils	Trucks	454,897	227.4485	26.79
VB	02/01-29/12	Steel Coils	Trucks	0	0.0000	0.00
VB	02/01-29/12	Tinplate Coils	Trucks	0	0.0000	0.00
VB	02/01-29/12	Wire Rods	Trucks	0	0.0000	0.00
VB	02/01-29/12	Proppants	Trucks	0	0.0000	0.00
TOTALS				454,897	227.4485	26.79
<b>RECEIVED VIA RAIL (Rate \$.1178 PNT)</b>						
VB	02/01-29/12	Lumber	Rail Cars	0	0.0000	0.00
VB	02/01-29/12	Ingots	Rail Cars	730,041	365.0205	43.00
VB	02/01-29/12	Tinplate Coils	Rail Cars	0	0.0000	0.00
VB	02/01-29/12	Wire Rods	Rail Cars	0	0.0000	0.00
TOTALS				730,041	365.0205	43.00
<b>RECEIVED VIA RAIL (Rate \$.0522 PNT)</b>						
VB	02/01-29/12	Oxane	Rail Cars	0	0.0000	0.00
VB	02/01-29/12	Sand	Rail Cars	0	0.0000	0.00
TOTALS				0	0.0000	0.00
<b>RECEIVED VIA BARGE (Rate \$.1178 PNT)</b>						
VB	02/01-29/12	Wire Rods	Barges	17,330,149	8,665.0745	1,020.75
VB	02/01-29/12	Tinplate	Barges	0	0.0000	0.00
VB	02/01-29/12	Steel Coils	Barges	2,637,240	1,318.6200	155.33
TOTALS				19,967,389	9,983.6945	1,176.08
<b>RECEIVED VIA BARGE (Rate \$.0522 PNT)</b>						
VB	02/01-29/12	DDG	Barges	0	0.0000	0.00
VB	02/01-29/12	Corn Screenings	Barges	0	0.0000	0.00
VB	02/01-29/12	Phosphate	Barges	3,466,594	1,733.2970	90.48
VB	02/01-29/12	Magnachem Ore	Barges	0	0.0000	0.00
VB	02/01-29/12	Magnesium	Barges	0	0.0000	0.00
TOTALS				3,466,594	1,733.2970	90.48
<b>RECEIVED VIA TRUCK (Rate \$.0522 PNT)</b>						
VB	02/01-29/12	Corn	Trucks	0	0.0000	0.00
				0	0.0000	0.00
<b>SHIPPED VIA BARGE (Rate \$.0522 PNT)</b>						
VB	02/01-29/12	Coal	Barges	0	0.0000	0.00
TOTALS				0	0.0000	0.00

02/29/12 TOTAL DUE CITY OF FORT SMITH FOR VB TONNAGE

1,336.35

# FIVE RIVERS DISTRIBUTION - VAN BUREN TONNAGE REPORT

Date: March 1-31, 2012

Pay to: City of Fort Smith

PORT	DATE RECD.	COMMODITY	RECD. VIA	LOAD WT	TONS	PAY
<b>RECEIVED VIA TRUCKS (Rate \$.1178 PNT)</b>						
VB	03/01-31/12	Electrical Coils	Trucks	669,330	334.6650	39.42
VB	03/01-31/12	Steel Coils	Trucks	0	0.0000	0.00
VB	03/01-31/12	Tinplate Coils	Trucks	0	0.0000	0.00
VB	03/01-31/12	Wire Rods	Trucks	0	0.0000	0.00
VB	03/01-31/12	Proppants	Trucks	0	0.0000	0.00
TOTALS				669,330	334.6650	39.42
<b>RECEIVED VIA RAIL (Rate \$.1178 PNT)</b>						
VB	03/01-31/12	Lumber	Rail Cars	0	0.0000	0.00
VB	03/01-31/12	Ingots	Rail Cars	911,222	455.6110	53.67
VB	03/01-31/12	Tinplate Coils	Rail Cars	0	0.0000	0.00
VB	03/01-31/12	Wire Rods	Rail Cars	0	0.0000	0.00
TOTALS				911,222	455.6110	53.67
<b>RECEIVED VIA RAIL (Rate \$.0522 PNT)</b>						
VB	03/01-31/12	Oxane	Rail Cars	0	0.0000	0.00
VB	03/01-31/12	Sand	Rail Cars	0	0.0000	0.00
TOTALS				0	0.0000	0.00
<b>RECEIVED VIA BARGE (Rate \$.1178 PNT)</b>						
VB	03/01-31/12	Wire Rods	Barges	27,023,750	13,511.8750	1,591.70
VB	03/01-31/12	Tinplate	Barges	0	0.0000	0.00
VB	03/01-31/12	Steel Coils	Barges	0	0.0000	0.00
TOTALS				27,023,750	13,511.8750	1,591.70
<b>RECEIVED VIA BARGE (Rate \$.0522 PNT)</b>						
VB	03/01-31/12	DDG	Barges	0	0.0000	0.00
VB	03/01-31/12	Corn Screenings	Barges	0	0.0000	0.00
VB	03/01-31/12	Phosphate	Barges	0	0.0000	0.00
VB	03/01-31/12	Magnachem Ore	Barges	0	0.0000	0.00
VB	03/01-31/12	Magnesium	Barges	0	0.0000	0.00
TOTALS				0	0.0000	0.00
<b>RECEIVED VIA TRUCK (Rate \$.0522 PNT)</b>						
VB	03/01-31/12	Corn	Trucks	0	0.0000	0.00
				0	0.0000	0.00
<b>SHIPPED VIA BARGE (Rate \$.0522 PNT)</b>						
VB	03/01-31/12	Coal	Barges	0	0.0000	0.00
TOTALS				0	0.0000	0.00

03/31/12 TOTAL DUE CITY OF FORT SMITH FOR VB TONNAGE

1,684.79

# FIVE RIVERS DISTRIBUTION - PORT OF FORT SMITH TONNAGE REPORT

Date: January 1-31, 2012

Pay to: City of Fort Smith

PORT	DATE RECD.	COMMODITY	RECD. VIA	LOAD WT	TONS	
<b>RECEIVED VIA TRUCKS</b>						<b>RATE (\$.1159 PNT)</b>
FSPT	01/01-31/12	Steel	Truck	3,684,937	1,842.4685	213.54
<b>TOTALS</b>						<b>213.54</b>
<b>RECEIVED VIA TRUCKS</b>						<b>RATE (\$.1159 PNT)</b>
FSPT	01/01-31/12	Proppants	Truck	0	0.0000	0.00
<b>TOTALS</b>						<b>0.00</b>
<b>RECEIVED VIA RAIL</b>						<b>RATE (\$.1159 PNT)</b>
FSPT	01/01-31/12	Steel	Rail Cars	1,279,490	639.7450	74.15
<b>TOTALS</b>						<b>74.15</b>
<b>RECEIVED VIA RAIL</b>						<b>RATE (\$.0513 PNT)</b>
FSPT	01/01-31/12	Phosphate	Rail Cars	1,398,800	699.4000	35.88
<b>TOTALS</b>						<b>35.88</b>
<b>RECEIVED VIA RAIL</b>						<b>RATE (\$.0513 PNT)</b>
FSPT	01/01-31/12	DDG	Rail Cars	391,260	195.6300	10.04
<b>TOTALS</b>						<b>10.04</b>
<b>RECEIVED VIA BARGE</b>						<b>RATE (\$.1159 PNT)</b>
FSPT	01/01-31/12	Steel	Barge	0	0.0000	0.00
<b>TOTALS</b>						<b>0.00</b>
<b>SHIPPED VIA BARGE</b>						<b>RATE (\$.1159 PNT)</b>
FSPT	01/01-31/12	Scrap Iron	Barge	6,196,936	3,098.4680	359.11
<b>TOTALS</b>						<b>359.11</b>
<b>RECEIVED VIA BARGE</b>						<b>RATE (\$.1159 PNT)</b>
FSPT	01/01-31/12	Alloys	Barge	0	0.0000	0.00
<b>TOTALS</b>						<b>0.00</b>
<b>RECEIVED/SHIPPED VIA BARGE</b>						<b>RATE (\$.0522 PNT)</b>
FSPT	01/01-31/12	Soyhull Pellet	Barge	0	0.0000	0.00
FSPT	01/01-31/12	Mag. Oxide	Barge	0	0.0000	0.00
FSPT	01/01-31/12	Magnachem Ore	Barge	0	0.0000	0.00
FSPT	01/01-31/12	DDG	Barge	0	0.0000	0.00
<b>TOTALS</b>						<b>0.00</b>
<b>TOTALS</b>						<b>0.00</b>
<b>RECEIVED VIA TRUCKS</b>						<b>RATE (\$.0513 PNT)</b>
FSPT	01/01-31/12	DDG	Truck	0	0.0000	0.00
<b>TOTALS</b>						<b>0.00</b>
<b>01/31/12 TOTAL DUE CITY OF FORT SMITH FOR FSPT TONNAGE</b>						<b>692.72</b>



**FIVE RIVERS DISTRIBUTION - PORT OF FORT SMITH  
TONNAGE REPORT**

Date: February 1-29, 2012

Pay to: City of Fort Smith

PORT	DATE RECD.	COMMODITY	RECD. VIA	LOAD WT	TONS	
<b>RECEIVED VIA TRUCKS</b>						<b>RATE (\$.1159 PNT)</b>
FSPT	02/01-29/12	Steel	Truck	2,816,091	1,408.0455	163.19
				<b>TOTALS</b>	<b>2,816,091</b>	<b>1,408.0455</b>
<b>RECEIVED VIA TRUCKS</b>						<b>RATE (\$.1159 PNT)</b>
FSPT	02/01-29/12	Proppants	Truck	0	0.0000	0.00
				<b>TOTALS</b>	<b>0</b>	<b>0.0000</b>
<b>RECEIVED VIA RAIL</b>						<b>RATE (\$.1159 PNT)</b>
FSPT	02/01-29/12	Steel	Rail Cars	1,886,630	943.3150	109.33
				<b>TOTALS</b>	<b>1,886,630</b>	<b>943.3150</b>
<b>RECEIVED VIA RAIL</b>						<b>RATE (\$.1159 PNT)</b>
FSPT	02/01-29/12	Lumber	Rail Cars	457,896	228.9480	26.54
				<b>TOTALS</b>	<b>457,896</b>	<b>228.9480</b>
<b>RECEIVED VIA RAIL</b>						<b>RATE (\$.0513 PNT)</b>
FSPT	02/01-29/12	Phosphate	Rail Cars	1,395,500	697.7500	35.79
				<b>TOTALS</b>	<b>1,395,500</b>	<b>697.7500</b>
<b>RECEIVED VIA RAIL</b>						<b>RATE (\$.0513 PNT)</b>
FSPT	02/01-29/12	DDG	Rail Cars	0	0.0000	0.00
				<b>TOTALS</b>	<b>0</b>	<b>0.0000</b>
<b>RECEIVED VIA BARGE</b>						<b>RATE (\$.1159 PNT)</b>
FSPT	02/01-29/12	Steel	Barge	0	0.0000	0.00
				<b>TOTALS</b>	<b>0</b>	<b>0.0000</b>
<b>SHIPPED VIA BARGE</b>						<b>RATE (\$.1159 PNT)</b>
FSPT	02/01-29/12	Scrap Iron	Barge	5,985,342	2,992.6710	346.85
				<b>TOTALS</b>	<b>5,985,342</b>	<b>2,992.6710</b>
<b>SHIPPED VIA RAIL</b>						<b>RATE (\$.1159 PNT)</b>
FSPT	02/01-29/12	Rock	Rail Cars	152,865	76.4325	8.86
				<b>TOTALS</b>	<b>152,865</b>	<b>76.4325</b>
<b>RECEIVED VIA BARGE</b>						<b>RATE (\$.1159 PNT)</b>
FSPT	02/01-29/12	Alloys	Barge	0	0.0000	0.00
				<b>TOTALS</b>	<b>0</b>	<b>0.0000</b>
<b>RECEIVED/SHIPPED VIA BARGE</b>						<b>RATE (\$.0522 PNT)</b>
FSPT	02/01-29/12	Soyhull Pellet	Barge	0	0.0000	0.00
FSPT	02/01-29/12	Mag. Oxide	Barge	0	0.0000	0.00
FSPT	02/01-29/12	Magnachem Ore	Barge	0	0.0000	0.00
FSPT	02/01-29/12	DDG	Barge	0	0.0000	0.00
				<b>TOTALS</b>	<b>0</b>	<b>0.0000</b>
				<b>TOTALS</b>	<b>0</b>	<b>0.0000</b>
<b>RECEIVED VIA TRUCKS</b>						<b>RATE (\$.0513 PNT)</b>
FSPT	02/01-29/12	DDG	Truck	0	0.0000	0.00
				<b>TOTALS</b>	<b>0</b>	<b>0.0000</b>

02/29/12 TOTAL DUE CITY OF FORT SMITH FOR FSPT TONNAGE

690.56

**FIVE RIVERS DISTRIBUTION - PORT OF FORT SMITH  
TONNAGE REPORT**

Date: March 1-31, 2012

Pay to: City of Fort Smith

PORT	DATE RECD.	COMMODITY	RECD. VIA	LOAD WT	TONS	
<b>RECEIVED VIA TRUCKS</b>						<b>RATE (\$.1159 PNT)</b>
FSPT	03/01-31/12	Steel	Truck	5,370,567	2,685.2835	311.22
					<b>TOTALS</b>	<b>311.22</b>
<b>RECEIVED VIA TRUCKS</b>						<b>RATE (\$.1159 PNT)</b>
FSPT	03/01-31/12	Proppants	Truck	0	0.0000	0.00
					<b>TOTALS</b>	<b>0.00</b>
<b>RECEIVED VIA RAIL</b>						<b>RATE (\$.1159 PNT)</b>
FSPT	03/01-31/12	Steel	Rail Cars	1,043,070	521.5350	60.45
					<b>TOTALS</b>	<b>60.45</b>
<b>RECEIVED VIA RAIL</b>						<b>RATE (\$.1159 PNT)</b>
FSPT	03/01-31/12	Lumber	Rail Cars	0	0.0000	0.00
					<b>TOTALS</b>	<b>0.00</b>
<b>RECEIVED VIA RAIL</b>						<b>RATE (\$.0513 PNT)</b>
FSPT	03/01-31/12	Phosphate	Rail Cars	1,595,200	797.6000	40.92
					<b>TOTALS</b>	<b>40.92</b>
<b>RECEIVED VIA RAIL</b>						<b>RATE (\$.0513 PNT)</b>
FSPT	03/01-31/12	DDG	Rail Cars	0	0.0000	0.00
					<b>TOTALS</b>	<b>0.00</b>
<b>RECEIVED VIA BARGE</b>						<b>RATE (\$.1159 PNT)</b>
FSPT	03/01-31/12	Steel	Barge	0	0.0000	0.00
					<b>TOTALS</b>	<b>0.00</b>
<b>SHIPPED VIA BARGE</b>						<b>RATE (\$.1159 PNT)</b>
FSPT	03/01-31/12	Scrap Iron	Barge	0	0.0000	0.00
					<b>TOTALS</b>	<b>0.00</b>
<b>SHIPPED VIA RAIL</b>						<b>RATE (\$.1159 PNT)</b>
FSPT	03/01-31/12	Rock	Rail Cars	458,595	229.2975	26.58
					<b>TOTALS</b>	<b>26.58</b>
<b>RECEIVED VIA BARGE</b>						<b>RATE (\$.1159 PNT)</b>
FSPT	03/01-31/12	Alloys	Barge	0	0.0000	0.00
					<b>TOTALS</b>	<b>0.00</b>
<b>RECEIVED/SHIPPED VIA BARGE</b>						<b>RATE (\$.0522 PNT)</b>
FSPT	03/01-31/12	Soyhull Pellet	Barge	0	0.0000	0.00
FSPT	03/01-31/12	Mag. Oxide	Barge	0	0.0000	0.00
FSPT	03/01-31/12	Magnachem Ore	Barge	0	0.0000	0.00
FSPT	03/01-31/12	DDG	Barge	0	0.0000	0.00
					<b>TOTALS</b>	<b>0.00</b>
<b>RECEIVED VIA TRUCKS</b>						<b>RATE (\$.0513 PNT)</b>
FSPT	03/01-31/12	Hominy	Truck	102,240	51.1200	2.62
					<b>TOTALS</b>	<b>2.62</b>

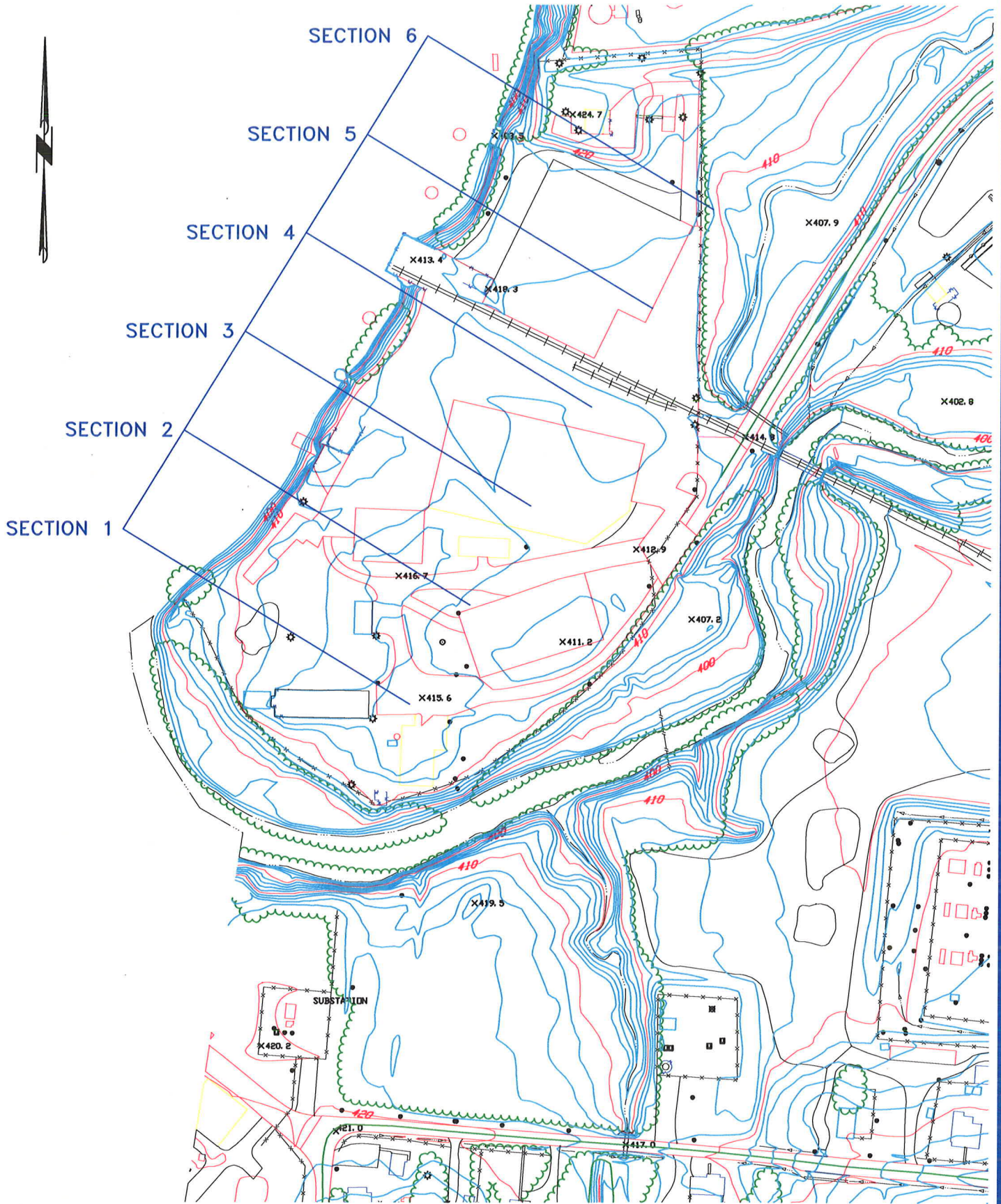
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03/31/12 TOTAL DUE CITY OF FORT SMITH FOR FSPT TONNAGE 441.79

Port Authority Tonnage Reports  
2012

City of Fort Smith - Port Authority  
Five Rivers Distribution, LLC

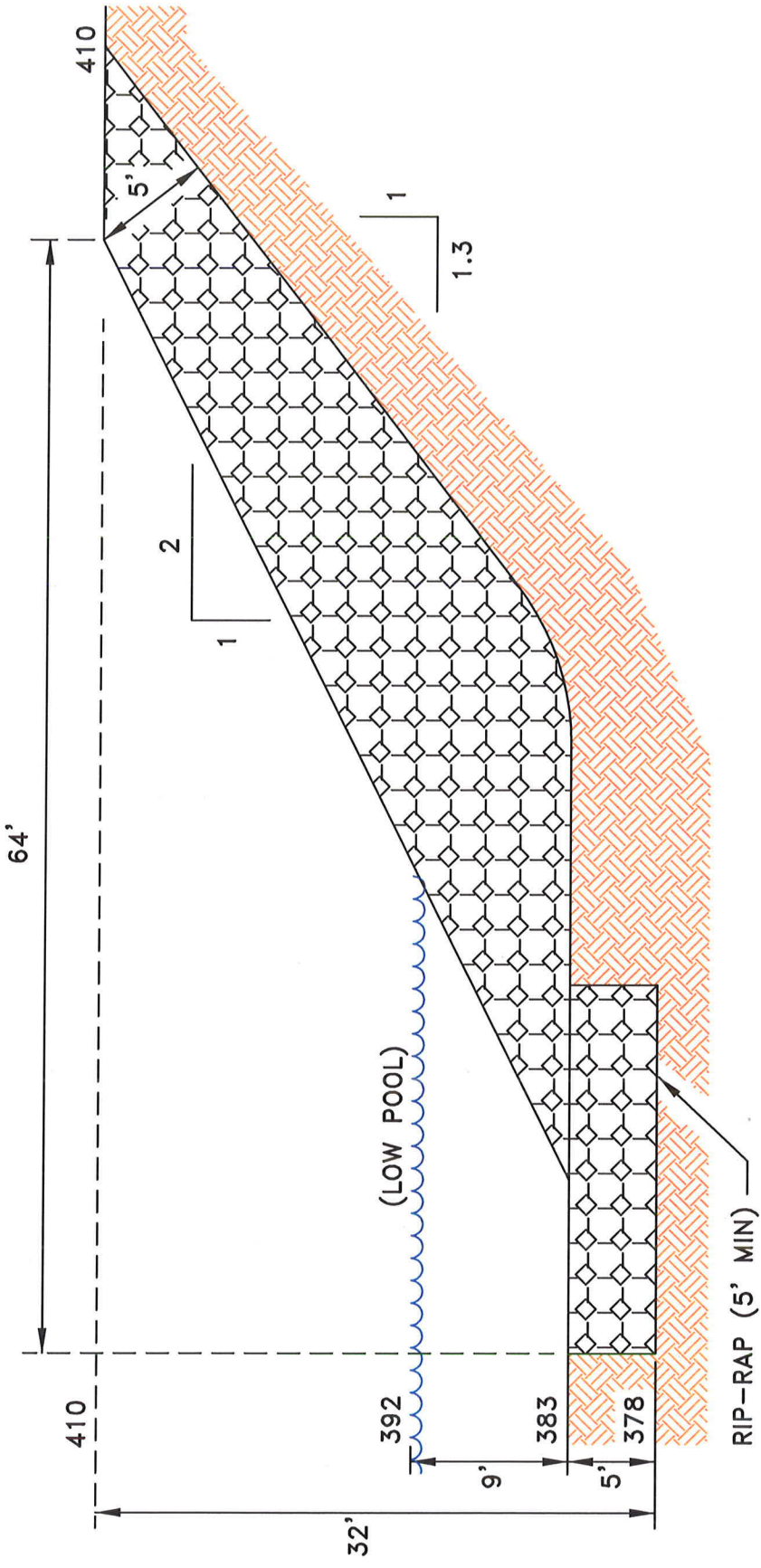
	January	February	March	1st Qtr Total	
				2012	2011
<b>Steel/other</b>					
Van Buren	15,844.48	10,576.16	14,302.15	40,722.79	31,177.85
Fort Smith	646.80	654.77	398.25	1,699.82	25,434.83
subtotal	16,491.28	11,230.93	14,700.40	42,422.61	56,612.68
Rate	0.1178	0.1178	0.1178		
	1,942.67	1,323.00	1,731.71		
<b>Coal or sand</b>					
Van Buren		1,733.30		1,733.30	79,790.34
Fort Smith	45.92	35.79	43.54	125.25	15,317.31
subtotal	45.92	1,769.09	43.54	1,858.55	95,107.65
Rate	0.0522	0.0522	0.0522		
	2.40	92.35	2.27		
total	1,945.07	1,415.35	1,733.98		
Monthly Rent	1,000.00	1,000.00	1,000.00		
				44,281.16	151,720.32
Excess Rent due	945.07	415.35	733.98		
Total rent			3,000.00		
Total excess rent			2,094.40		
Total Royalty Due			5,094.40		
50% held for improvements (a)	472.53	207.68	366.99		
25% can be paid to operator beginning quarter ended	236.27	103.84	183.50		
25% available to reimb city (a)	236.27	103.84	183.50		
Available to spend today sum (a)	708.80	311.51	550.49		
75% excess rent for capital improvements			1,570.80		
25% to be kept by operator			523.60		
			2,094.40		
Actual kept by operator			(836.51)		
City owes operator for this quarter		(b)	1,360.11		
Unencumbered Reserve (from previous quarter)			2,355.46		
Reserve for spending current quarter			3,926.26		
Expended from Reserve		AOPOA Dinner	1,180.00		
Unencumbered Reserve		(\$13.50 x 80 + tax)	2,746.26		



PLAN VIEW  
 PORT OF FORT SMITH  
 FORT SMITH, ARKANSAS



Project:	
Date:	FEB 2012
Scale:	1"=200'
Drawn By:	RBR



DETAIL  
 PORT OF FORT SMITH  
 FORT SMITH, ARKANSAS



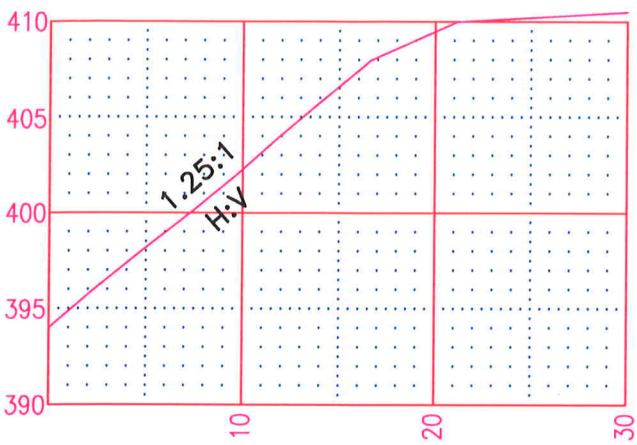
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Date:	FEB 2012
Scale:	1"=10'
Drawn By:	RBR

XSECT

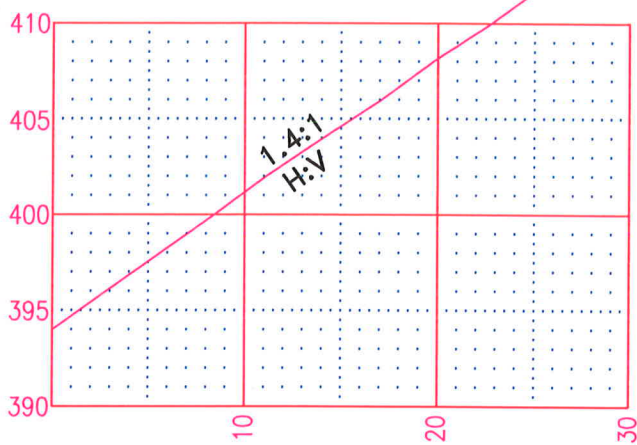
RBR

02/13/12-14:33

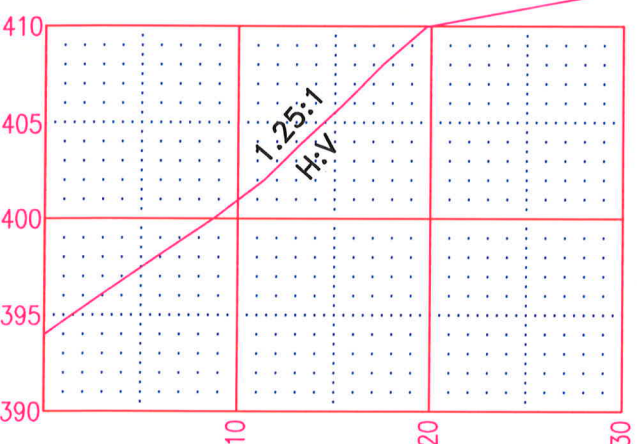
basemap.dwg



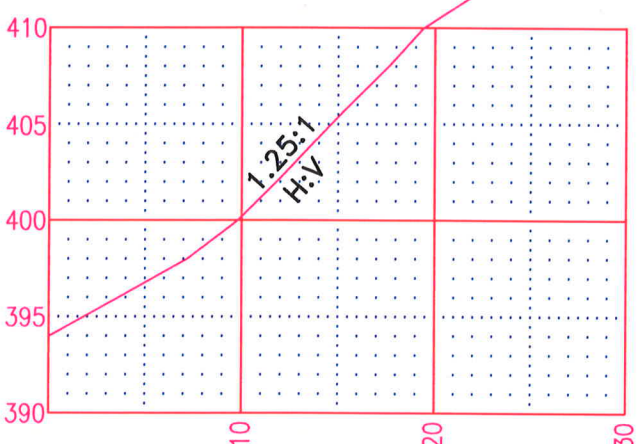
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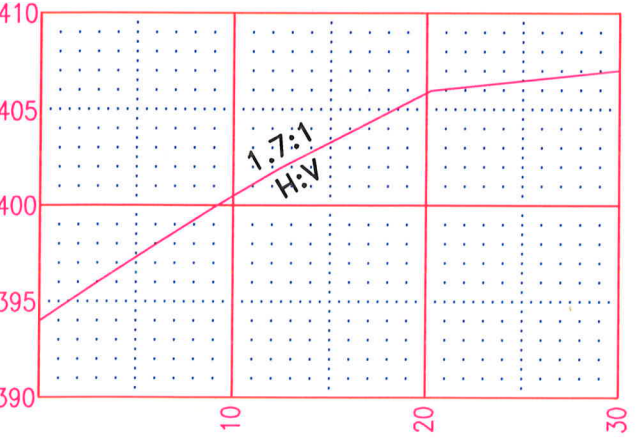
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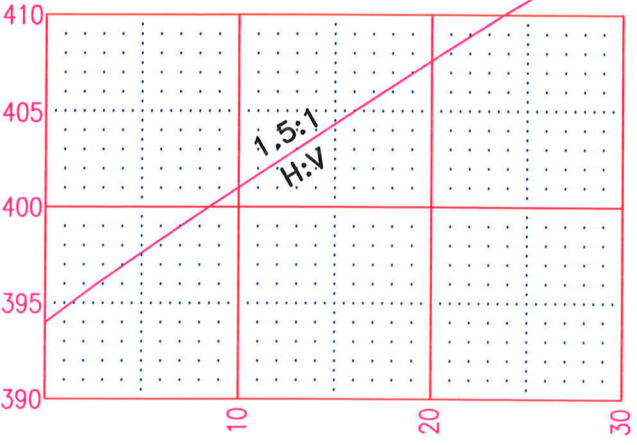
SECTION 2



SECTION 5



SECTION 1



SECTION 4

CROSS SECTIONS  
 PORT OF FORT SMITH  
 FORT SMITH, ARKANSAS



Project:	
Date:	FEB 2012
Scale:	1"=10'
Drawn By:	RBR



U.S. Army Corps  
of Engineers  
Little Rock District

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# NAVIGATION NOTICE Number SWL 12-12

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McClellan-Kerr Arkansas River Navigation System

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March 29, 2012

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In Reply Refer to: CESWL-OP

P. O. Box 867

Little Rock, AR. 72203-0867

PH. 501-324-5739

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## 2012 ANNUAL NAVIGATION CONFERENCE MCCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEM

You are invited to the 2012 Annual Navigation Conference for the McClellan-Kerr Arkansas River Navigation System that will be held May 8 and 9 at the Holiday Inn City Center in Fort Smith, AR.

A Registration Form and Activities and Meeting Schedule for the two-day event are attached. The tentative agenda for the Navigation Conference will be issued soon. The \$70 registration fee covers all meetings and materials as well as the continental breakfast, coffee/refreshment breaks throughout and the closing luncheon (includes a guest speaker and the Arkansas River Historical Society's Hall of Fame Induction Ceremony). The \$35 spouse/guest registration fee covers the May 9 closing luncheon only. Meeting participants and guests are invited to attend a special reception and dinner hosted by the Fort Smith Port Authority/City of Fort Smith at the Glass Pavilion on the banks of the Arkansas River in Fort Smith on the evening of May 8.

A Conference Registration Form is attached.

***Please register all attendees no later than April 30, 2012.***

Rooms may be reserved at the Holiday Inn City Center by either calling 1-800-465-4329 and requesting the group rate for AR OK Port Operators Association or online using the instructions on the Holiday Inn Hotel Reservation flyer (PDF attached). A \$77 plus tax (single/ double occupancy) per night room rate has been guaranteed for Tuesday night, May 8, 2012.

**All reservations must be made before April 24, 2012 to guarantee these rates.**

If you have any questions concerning this year's Navigation Conference, please contact Ashly Zink or Becky Joyce in the Little Rock District Office, at (501)324-5739.

*//signed//*

John A. Balgavy, P.E.

Chief, Operations Division

Encl

AOPOA/U.S. Army Corps of Engineers

**2012 ANNUAL NAVIGATION CONFERENCE**  
**McClellan-Kerr Arkansas River Navigation System**  
**AOPOA/U.S. Army Corps of Engineers**  
**Holiday Inn City Center, Fort Smith, AR**  
**May 8 & 9, 2012**

**Activities and Meeting Schedule**  
*(Times Approximate)*

**May 8**

10:00 am	Registration Desk Opens
11:00 am – 12:45 pm	AOPOA Board Meeting
1:30 pm – 4:30 pm	AOPOA Membership Meeting
1:00 pm – 2:00 pm	Pilots/Corps of Engineers Meeting
2:15 pm – 4:30 pm	Corps of Engineers Meeting
<b>5:00 pm – 7:00 pm</b>	<b>Reception / Dinner</b>

**May 9**

7:00 am	Registration Desk Opens
7:30 am – 8:00 am	Continental Breakfast
8:00 am – 12:00 noon	NAVIGATION CONFERENCE
12:15 pm – 1:30 pm	Luncheon
	<b>Adjourn</b>



# 2012 ANNUAL NAVIGATION CONFERENCE

McClellan-Kerr Arkansas River Navigation System

AOPOA/U.S. Army Corps of Engineers

Holiday Inn City Center, Fort Smith, AR

May 8 & 9, 2012

**PLEASE SEND IN  
YOUR REGISTRATION  
BY NO LATER THAN  
APRIL 30 !**

## Registration Form

**Your Name** (As you want it to appear on Name Tag) \_\_\_\_\_

**Your Company/Organization** \_\_\_\_\_

**Spouse/Guest Name** (First and last as it should appear on Name Tag) \_\_\_\_\_

**Spouse/Guest Company/Organization** \_\_\_\_\_

(If you would like it to appear on Name Tag.)

**Your Telephone Number** (\_\_\_\_\_) \_\_\_\_\_ **Fax Number** (\_\_\_\_\_) \_\_\_\_\_

**Your Address:** \_\_\_\_\_

(P. O. Box or Street)

(City)

(State)

(Zip)

### Registration Fees:

			<b>Quantity</b>	<b>Total</b>
<b>Conference Participants – All events</b>	<b>\$70.00</b>	<b>x</b>	_____	= _____

*(Includes all Navigation Conference related meetings and materials, continental breakfast, closing luncheon and refreshment breaks throughout.)*

<b>Spouse/Guest</b>	<b>\$35.00</b>	<b>x</b>	_____	= _____
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*(Includes May 9th closing luncheon only.)*

**TOTAL PAID** = \_\_\_\_\_

**DO YOU PLAN ON ATTENDING THE MAY 8 HOSTED  
RECEPTION/DINNER AT THE GLASS PAVILION?**

**Number Attending:** \_\_\_\_\_

**Make Checks Payable to: AOPOA -- and please register by April 30, 2012..**

**Mail or Fax:** Ms. Cindy Green  
**or E-Mail to:** Tulsa Port of Catoosa  
5350 Cimarron Road  
Catoosa, OK 74015  
Fax Number: (918) 266-7678  
E-mail: cindy@tulsaport.com

**NOTE:** If you register for the meeting, you acknowledge that you are responsible for all appropriate registration fee(s). Cancellation notice must be received by noon, May 1, 2012, to qualify for reimbursement of the registration fee. If you do not cancel your registration, and have not paid your registration fee in advance of the meeting, you will be billed accordingly. Please contact Ms. Cindy Green at (918) 266-2291 regarding cancellations.

If you have questions concerning the Navigation Conference, please contact Ashly Zink or Becky Joyce at (501) 324-5739.

*Holiday Inn City Center  
700 Rogers Avenue  
Fort Smith, Arkansas 72901  
Ph. (479) 783-1000  
<http://www.hifortsmith.com/>*



March 23, 2012

Senator Mark Pryor                      Rep. Rick Crawford  
Senator John Boozman                  Rep. Tim Griffin  
Rep. Mike Ross                          Rep. Steve Womack

Dear Senators and Congressmen,

This letter is on behalf of the Fort Smith Port Authority, and is an expression of support for the 12-foot channel project on the McClellan Kerr Arkansas River Navigation System (MKARNS). Congress authorized the 12-foot channel project through the Energy and Water Development Appropriations Act of 2004. Congress approved the project because a deeper channel will benefit multiple businesses and because many customers rely on the river system as an efficient means of transporting goods and materials.

Currently, \$3 Billion dollars of business occurs on the MKARNS each year, transporting goods and products from Kansas, Colorado, Oklahoma, and Arkansas to ports with access to global markets, such as the Port of New Orleans. These ports ship products around the world, including the expanding markets of China.

Increasing the channel depth from nine to twelve feet will allow us to transport 42% more on each barge with very little increase in fuel costs. This greatly increases our ability to compete for business nationally. Why would a business locate in Fort Smith if locating elsewhere means they can transport 42% more product for almost the same cost? Mind you, much of the river is currently at 12 feet or deeper, but it is that last 10-15% of the system that is keeping us from maximizing the MKARNS' full potential.

A 12-foot channel creates a seamless passageway from the Port of Tulsa at Catoosa, through Fort Smith and Little Rock, to the Port of New Orleans. At its current depth, a fully loaded barge on the Mississippi River has to partially unload onto a second barge in order to enter the MKARNS system because the Mississippi is deeper than the MKARNS. Please join the Fort Smith Port Authority in support of the 12-foot channel project and help us bring more industry and jobs to Fort Smith, our region, and our State.

Sincerely,

Rick Parrish, Chair  
Fort Smith Port Authority

Administrative Offices  
623 Garrison Avenue, Ste 315 PO Box 1908  
Fort Smith, Arkansas 72902  
(479) 784-2201 (479) 784-2430 (fax)  
[www.fortsmithar.gov](http://www.fortsmithar.gov)