

# PORT OF GREEN BAY

2017 Annual Report

## Message from the Director

The Harbor Commission's 2015 strategic plan identifies strengths, weaknesses, opportunities and threats and assembles them into strategic themes. From there, the strategic plan identifies a few primary goals and a number of objectives to reach the agreed upon goals over a five year period. This annual report identifies work items and deliverables reflected in the strategic plan.

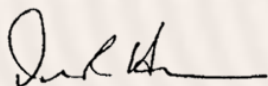
The Port of Green Bay consists of fourteen Port businesses spanning over three miles of the Fox River. **These businesses moved 1,827,450 metric tons during 2017, representing a small increase over 2016. The tonnage is near the 2 million mark, which is considered a good season and indicates the economy in Northeastern Wisconsin remains strong.** The 2017 season began on March 21, the same day that the 2016 shipping season began. A final shipment of petroleum products was delivered on January 21, 2018, marking the end of the 2017 Port of Green Bay shipping season, which was two weeks longer than the 2016 season.

Major positive contributors to the 2017 season included increases in foreign imports of petroleum products (124 percent), U.S. salt (34 percent) and foreign salt (78 percent). The incredible change in petroleum product imports is a result of the closure of a petroleum pipeline serving Northeast Wisconsin. The Port also saw the number of vessels increase by five percent to a total of 167, mainly due to smaller capacity vessels carrying petroleum products. The increase in salt was the result of a shift from salt mines in Canada to mines in the United States.

Domestic import commodities experienced a nine percent decline. All other domestic and foreign imports and exports commodities experienced an increase that resulted in a 49 percent increase in foreign imports, an eight percent increase in domestic exports and an eight percent increase in foreign exports.

The most significant change affecting those decreases as well as the increase in domestic imports of petroleum products can be attributed to the petroleum pipeline closure. Prior to the closure, petroleum products were exported to other markets. With the closure of the pipeline, the exports flipped to imports to meet local demand. Ice breaking activities allowed the Port to stay open into late January to bring in petroleum products and salt. If the pipeline continues to stay closed, the Port will likely continue to play a significant role in the movement of petroleum products, and this role may include staying open all year for the first time in its history.

Looking to 2018, the Port will see the revival of a historic dock and operator in 2018. RGL Holdings will be reconstructing the old Leicht Dock and putting it back in service. Cruise ships will also be visiting in 2018. Both of these changes, coupled with the news that the WPS Pulliam Plant will be decommissioned, present significant changes that may move the Port and its activities towards a bright new future.



**Dean Haen**

Port & Resource Recovery Director



## Overview

The Port of Green Bay is the western-most port of Lake Michigan offering the shortest, most direct route for shipments between the Midwest and the rest of the world. The Port provides modern, state-of-the-art facilities, which have the ability to facilitate economical cargo handling and safe navigation. Nationally-known trucking lines provide overnight delivery within a 400-mile radius. Major railroads and highway infrastructure also connect the Port with America's heartland. Waterborne transportation provides an efficient and environmentally-friendly mode of transportation.

The Port of Green Bay is a fundamental part of our local economy, our history and our lives. It plays an important role in the transportation of goods and commodities that are critical to the economic health of the region. The Port of Green Bay receives and/or sends commodities as far south as Sheboygan, Wisconsin, west to Wausau, Wisconsin, and north into the Upper Peninsula of Michigan.

Commodities include coal, limestone, cement, salt, pig iron, fuel oil, forest products, petroleum products, liquid asphalt and many other essential commodities valued at over \$300 million. Eight terminal operators located on the Fox River are capable of handling dry bulk commodities such as coal, cement, limestone, salt, gypsum, ash and others. Three terminal operators are capable of handling bulk liquids including tallow, petroleum products, chemicals and liquid asphalt. Three general cargo docks are capable of handling machinery, aluminum products, bagged agricultural commodities, wood pulp and other forest products. Based on a 2010 economic impact study, **the Port of Green Bay supports over 832 jobs resulting in \$27 million in personal income, and has an annual economic impact on the Green Bay area of approximately \$83 million. The 14 Port businesses pay over \$5 million in local and state taxes.** In 2018, a new economic impact study will be completed using data collected in 2017.

The Port of Green Bay plays a vital role in providing Northeast Wisconsin with a natural competitive advantage for businesses to locate and prosper while paying good wages for families to live and thrive in our communities.



**The Port of Green Bay's vision is to be an integral part of a healthy Northeastern Wisconsin economy and provides a critical link to national and global markets for Wisconsin enterprises.**



# Mission

The 2015 Port of Green Bay Strategic Plan serves as a long-range guiding document that identifies strategic issues to address, and establishes goals and objectives to strive towards. This annual report is adopted to ensure the strategic plan goals and objectives are being accomplished. The following is the mission statement for the Port of Green Bay:

*“The Port of Green Bay exists to enhance the prosperity of the people of Northeast Wisconsin by providing facilities and infrastructure able to effectively and efficiently move commodities and goods across the nation.”*

# Harbor Commission

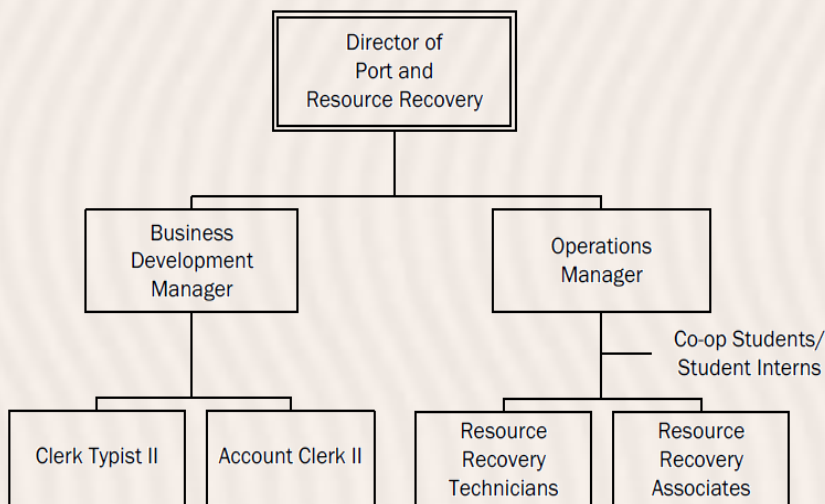
The Port of Green Bay is operated by the Brown County Port & Resource Recovery Department. The Port’s aim is to promote harbor improvements and waterborne transportation resulting in economic development and employment using the safe, efficient and cost-effective waterways as transportation corridors while taking into consideration the recreational opportunities the waterfront provides.

The nine members of the Harbor Commission are appointed by the Brown County Executive and serve as an oversight committee of the Brown County Board. The Harbor Commission’s role is to develop public policy for the Port. The Harbor Commission sets policy for staff to implement that directs the commercial aspects of the harbor’s day-to-day operations.

## Harbor Commission Members

- |                         |                 |
|-------------------------|-----------------|
| Tom Klimek, President   | Ngosong Fonkem  |
| Bryan Hyska, Vice-Pres. | Ron Antonneau   |
| Mike Vizer              | Bernie Erickson |
| Hank Wallace            | Tim Feldhausen  |
| Peter Zaehringer        |                 |

## Port & Resource Recovery Table of Organization



## Port's Economic Impact

The Port of Green Bay is a critical link in Wisconsin's transportation system and serves as a multi-modal distribution center connecting waterborne vessels with an extensive network of highways and railroads. The Port of Green Bay provides Northeast Wisconsin manufacturers a cost-effective way to receive raw materials from suppliers and to ship high-value finished goods to customers.

**According to a 2010 economic impact study, the Port was responsible for:**

 **\$83 million economic impact**

 **\$802,000 in state taxes**

 **823 local jobs**

 **\$890,000 in local taxes**

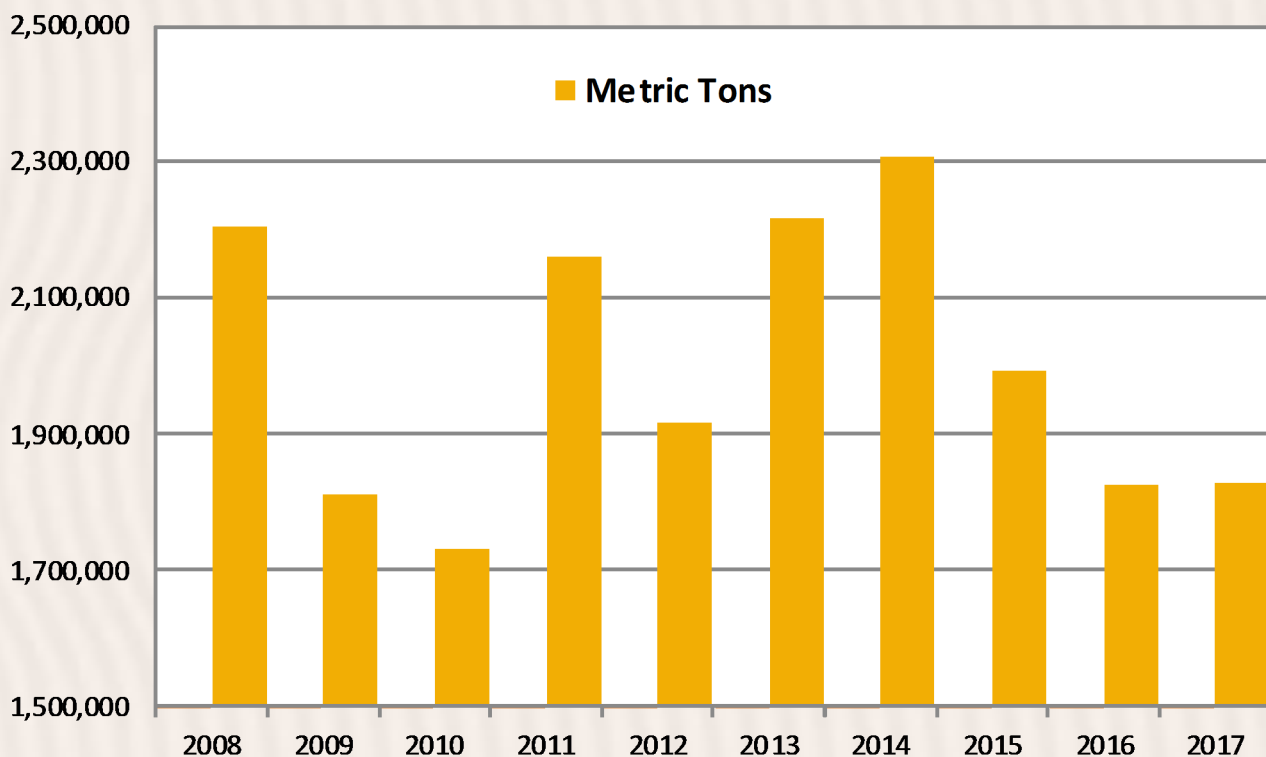
 **\$26 million in income**

 **\$40 million in gross state product**

The marine shipping industry continues to be the most cost-effective method of transportation for commodities, generating employment opportunities for the region and bringing money into our communities. The Port of Green Bay is a vital component of our area economy and serves as a leading indicator of economic activity. Our strategic plan outlines new ideas and ways we can expand our reach beyond our existing markets to increase business in Northeast Wisconsin.

A new Economic Impact Study will be prepared in 2018 using data collected in 2017.

## Port Tonnage



## Port and the Environment

Waterborne transportation is the most cost-effective mode of transportation when compared to truck or rail. Per ton-mile, ships quietly move cargo farther and more efficiently than trucks or trains. Most importantly, ships move cargo safer than trucks and trains.

Consider that a ship destined for the Port of Green Bay carrying 18,000 tons of coal from Sandusky, Ohio on Lake Erie will burn over 7,000 gallons of fuel. However, if that same amount of coal was delivered to Green Bay by rail, it would take almost 200 rail cars burning 36,000 gallons of fuel. If that same amount of coal was delivered to Green Bay by truck, an additional 700 trucks burning over 110,000 gallons of fuel would be using our already congested highways. Not only does waterborne shipping save fuel, but it also results in less pollution from fuel emissions. Using the coal example, moving the same amount of cargo by rail would result in 11 tons of emissions or 16 tons of emissions by truck. Transporting this cargo by ship would result in only one ton of emissions. With more than 150 ships entering the Port of Green Bay annually, it is quite easy to see that moving cargo by ship continues to be the “green” choice.

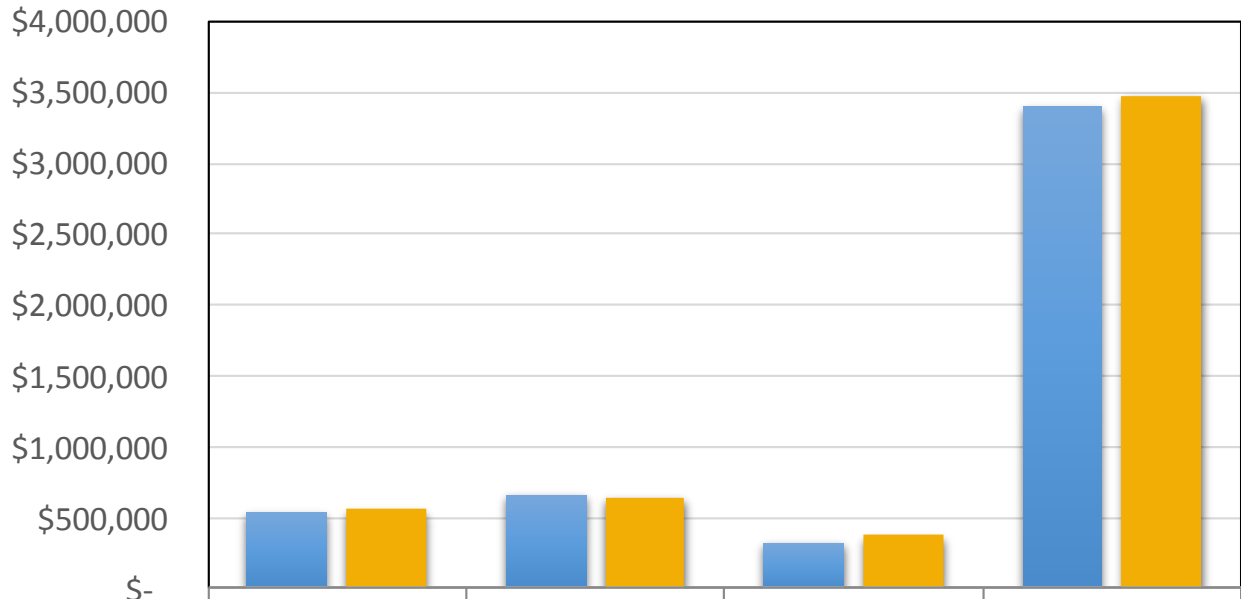
Waterborne transportation generates the least amount of air, ground and water pollution. Waterborne transportation offers lower fuel consumption, fewer accidents, less noise and reduces congestion on our highways. For these reasons, the Port of Green Bay has a bright future not only economically, but also environmentally, benefiting everyone.

Transportation Type	Amount of Coal	Fuel Used	Fuel Emissions
Ship	18,000 tons	7,000 gallons	1 ton
Rail	18,000 tons	36,000 gallons	11 tons
Truck	18,000 tons	110,000 gallons	16 tons



# Financials

## 2017 Port Fund Balances\*



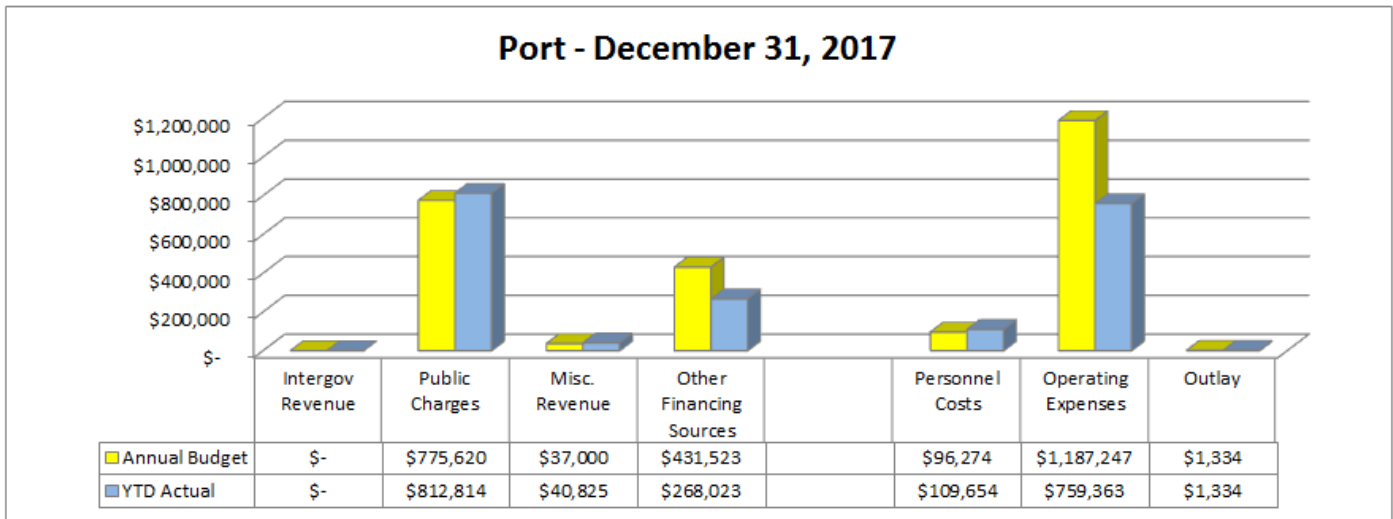
	Renard Island Maintenance	Harbor Dredging	Harbor Fees	Harbor 217 - Total
■ Beginning Balance	\$525,000	\$655,558	\$325,440	\$3,396,619
■ Ending Balance	\$550,000	\$636,016	\$368,092	\$3,466,925

\*Financials are unaudited and will be finalized in March.



**Brown County Port & Resource Recovery Department  
Port Area Budget Status Report  
December 31, 2017**

		Annual Budget	YTD Actual	YTD %	YTD Total	Comments Misc. Revenue is interest earned and includes the market valuation on a specific day. Variation is the change in market value not actual cash value. Other Financing Sources is the transfer in from Harbor 217 (Corps Public Charges) to Port General that will occur as an actual amount upon closure of the fiscal year by Finance. Personnel Costs are higher related to fridge benefits. Operating Expenses are under budget. Only 50% of cell 5 at Bay Port was excavated because of the warm winter.
R e v e n u e	Intergov Revenue	\$ -	\$ -	-		
	Public Charges	\$ 775,620	\$ 812,814	105%		
	Misc. Revenue	\$ 37,000	\$ 40,825	110%		
	Other Financing Sources	\$ 431,523	\$ 268,023	62%		
Total					\$ 1,121,660.65	
E x p e n s e s	Personnel Costs	\$ 96,274	\$ 109,654	114%		
	Operating Expenses	\$ 1,187,247	\$ 759,363	64%		
	Outlay	\$ 1,334	\$ 1,334	100%		
Total					\$ 870,352.05	



*\*Financials are unaudited and will be finalized in March.*





# 2017 Goals

## Completed

### ✓ **Closeout Cat Island Restoration Project:**

U.S. Army Corps of Engineers final cost share was accepted, and the Wisconsin Department of Transportation's Harbor Assistance Grant was closed out.

### ✓ **Advance Renard Island Ownership Transfer and End-Use Plans:**

Ownership of Renard Island and causeway from the U.S. Army Corps of Engineers was accepted. The Renard Island End-Use Committee was formed. A Wisconsin Coastal Management Grant application was prepared and submitted for the funding of a waterfront plan to determine the future use of Renard Island. \$60,000 in local sponsorship was raised to match against the 60/40 grant. Use of the \$40,000 award will be determined in 2018.

### ✓ **Coordinate with the Fox River PCB clean-up project:**

Coordination and cooperation took place with the Fox River Clean-up Project ensuring uninterrupted operations of the Port of Green Bay while advocating for dredging rather than capping.

- Educate property owners of their property rights
- Cooperate with the Project
- Coordinate Port operations

Dredging and capping will be complete in 2018, with the Project completed in 2019. The majority of caps in the navigation channel have been eliminated from consideration. Each Harbor Commission meeting has a public comment agenda item for public input regarding the clean-up project.

### ✓ **Lease or utilize 36 acres of Bay Port Property:**

Thirty-six acres of Bay Port Property was leased to the city of Green Bay for three years. Bay Port expansion and/or beneficial reuse efforts will be considered for use of the property in 2020.



## In Progress

- ◆ **Work with RGL Holdings as an Active Terminal Operator:**  
Dock reconstruction utilizing the Wisconsin Department of Transportation Harbor Assistance Grant will begin in January 2018. Dock will be available for commercial use in 2018.
- **Conduct a new Economic Impact Study for the Port of Green Bay:**  
Martin and Associates conducted the economic impact study of the Great Lakes, including the Port of Green Bay during 2017. Final economic impact study for the Great Lakes and individually for the Port of Green Bay will be released in 2018.
- **Pursue beneficial reuse of Cat Island Sand and Bay Port Topsoil:**  
Cat Island sand is limited in use due to its physical properties and the project's interest in preserving the sand for habitat enhancement. Beneficial use of Bay Port topsoil is making progress. A relationship has been established with Kurtz Bros. from Cleveland, OH to explore ways to apply recent successes in Ohio to work in Wisconsin.

## Deferred

- **Research potential barge containers to and from Cleveland's Northern Europe Liner Service and Muskegon's Proposed Container Service:**  
This activity is on hold until Muskegon-Milwaukee service starts. RGL Holdings and their new facility may drive progress.



## 2018 Goals

The following list represents some of the Port's major goals for 2018.

- ◆ Pursue acquisition or involvement in the future WE Energies Pulliam Plant property to ensure the property is used for its highest and best use as industrial port-related property.
- ◆ Promote and distribute new Economic Impact Study for the Port of Green Bay.
- ◆ Advance potential service for barge containers to and from Cleveland's Northern European Liner and Muskegon's Proposed Container Service.
- ◆ Advance Renard Island End-Use Plans.
- ◆ Pursue beneficial reuse of Bay Port Topsoil.
- ◆ Lease all of the Bylsby Property for Port-related purposes.
- ◆ Establish Oversize and Overweight Corridors in and out of the Port on both the north and south end.
- ◆ Work towards making the Port of Green Bay a regular destination for cruise ships.

### Port of Green Bay Office

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