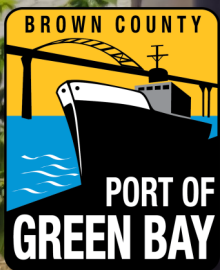


PORT OF GREEN BAY

2021 Annual Report



Message from the Director

The Harbor Commission's *2020 Strategic Plan* identified strengths, weaknesses, opportunities and threats and assembled them into strategic themes. From there, the strategic plan identified 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.

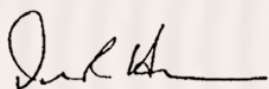
The Port of Green Bay has a 13 mile outer channel leading to the Fox River, where 14 Port businesses span more than three miles upriver. Everyone is aware of the global pandemic impact on supply chains and global transportation, but locally the story is different. Although the global pandemic has challenged the Port, its terminal operators, and the agricultural, construction and manufacturing industries it serves, the amount of cargo moved has increased. The 2021 shipping totals were up 2.5% over the previous year, and three of the last four years have been near or above 2,000,000 mt. **The recently concluded shipping season saw 1,968,967 metric tons of cargo move through the Port, a 2.5 percent increase over the previous season.**

The Port has changed significantly since the 2006 and 2007 shipping seasons when the Port saw 2.55 million tons and 2.33 million tons moved, respectively. At that time, the economy was robust and the Port saw more than one million tons of coal moved as well as fuel oil, tallow, liquid asphalt and pig iron. The last five years have seen a low cost of natural gas moving manufacturers and others away from coal as an energy source. In 2008, coal shipments were almost 1,000,000 mt. By 2013, coal shipments were 600,000 mt. In 2019, coal shipments shrank to 407,000 tons and by 2021 coal accounted for only 160,000 mt of the almost 2 million ton total. The Port's past efforts to advocate for more diverse cargo movements and its adaptability have proven successful.

The changes in 2021 that positively contributed to the tonnage total include limestone, wood pulp, cement and the import and export of petroleum products (gasoline, diesel and ethanol). The low cost of moving all goods, especially fuel, by ship is keeping regional fuel costs lower than it would otherwise be if petroleum products were only moved by truck and train. Carbon anodes, ash, project cargo and wood pulp are relatively new cargos that continue to increase. The economy remains strong in northeastern Wisconsin and Port of Green Bay cargo reflects its strength.

Foreign petroleum products imported increased by 718% over 2020 to 252,298 tons, while domestic imports of petroleum products were down 34% to 126,470 tons. Exports of petroleum products decreased 25% to 33,600 tons. As for limestone, total domestic imports increased to 564,387 tons (up 21%). Domestic and foreign imported salt was down 34% due to the mild 2020-21 winter. Domestic cement increased 5% to 412,500 tons. A total of 178 vessels moved through the Port of Green Bay this shipping season compared to 164 vessels in 2020 for a 7% increase.

With the continued strong tonnage numbers from the just-concluded shipping season, the Port is looking forward to the 2022 shipping season with optimism that the economy will remain strong and the challenges of the global pandemic will wane.



Dean Haen
Port 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 annually valued at over \$300 million. Eight (8) terminal operators located on the Fox River are capable of handling dry bulk commodities such as coal, cement, limestone, salt, gypsum, ash, and others. Four (4) terminal operators are capable of handling bulk liquids including tallow, petroleum products, chemicals, and liquid asphalt. Three (3) general cargo docks are capable of handling machinery, aluminum products, bagged agricultural commodities, wood pulp and other forest products. Based on the most recent economic impact study of 2017 Port activities, **the Port of Green Bay supports over 1,289 jobs resulting in \$82 million in personal income, and a \$147 million annual economic impact on Brown County. The 14 Port businesses pay over \$32 million in local and state taxes.**

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 results illustrate the profound role the Port plays in our region and its value to both current and future businesses. It includes the direct jobs of dockworkers and ship crew members to the indirect jobs that are generated, such as equipment supplier jobs and jobs at office supply firms. Those who are directly employed use their wages, in part, to purchase goods and services in our community. In addition, businesses' revenue is also used to hire people, purchase goods and services, and pay taxes, all adding up to make a significant contribution to our local economy.



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



Mission

The 2020 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 toward. This annual report is adopted to ensure the strategic plan goals and objectives are being accomplished. 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

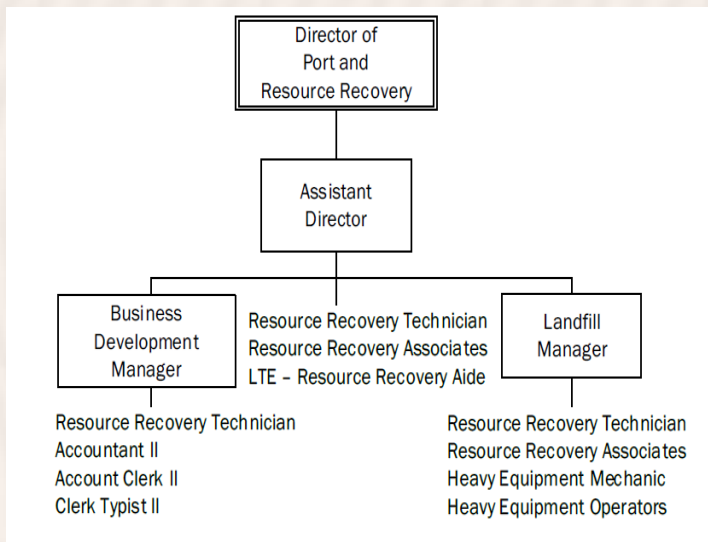
The Port of Green Bay is operated by the Brown County Port & Resource Recovery Department. The Port’s aim is to promote harbor improvements and waterborne transportation resulting in economic development and employment using the safe, efficient and cost-effective waterways as transportation corridors 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 | Wes Kornowske |
| Bryan Hyska, Vice-Pres. | Barb LaMue |
| Ron Antonneau | Mike Vizer |
| Pete Diemer | Hank Wallace |
| Tim Feldhausen | |

Port & Resource Recovery Department Table of Organization



- | | |
|----------------------------------|-----------------------------|
| Dean Haen, Director | Guillermo Flores, Operator |
| Chad Doverspike, Asst. Director | Kelly Stewart, Associate |
| Mark Walter, Business Dev. Mgr | Laura Lackey, Associate |
| Ben Hintz, Landfill Manager | Paul Meers, Associate |
| Katie O’Connell, Accountant II | John Wendricks, Associate |
| Chris Blan, HMR Technician | Jon Garies, Associate |
| Jon Logan, Landfill Technician | Raymundo Sanchez, Associate |
| Derek Tess, Landfill Technician | Daymond Williams, Associate |
| Theresa Slavek, Account Clerk II | |
| Katie Platten, Clerk Typist II | |
| Travis Pagel, Operator | |
| Jacob Shallow, Operator | |
| Jason Lemke, Operator | |
| Curtis Gossen, Operator | |
| Josh Linsen, Operator | |
| Kyle Synder, Operator | |



Port's Economic Impact

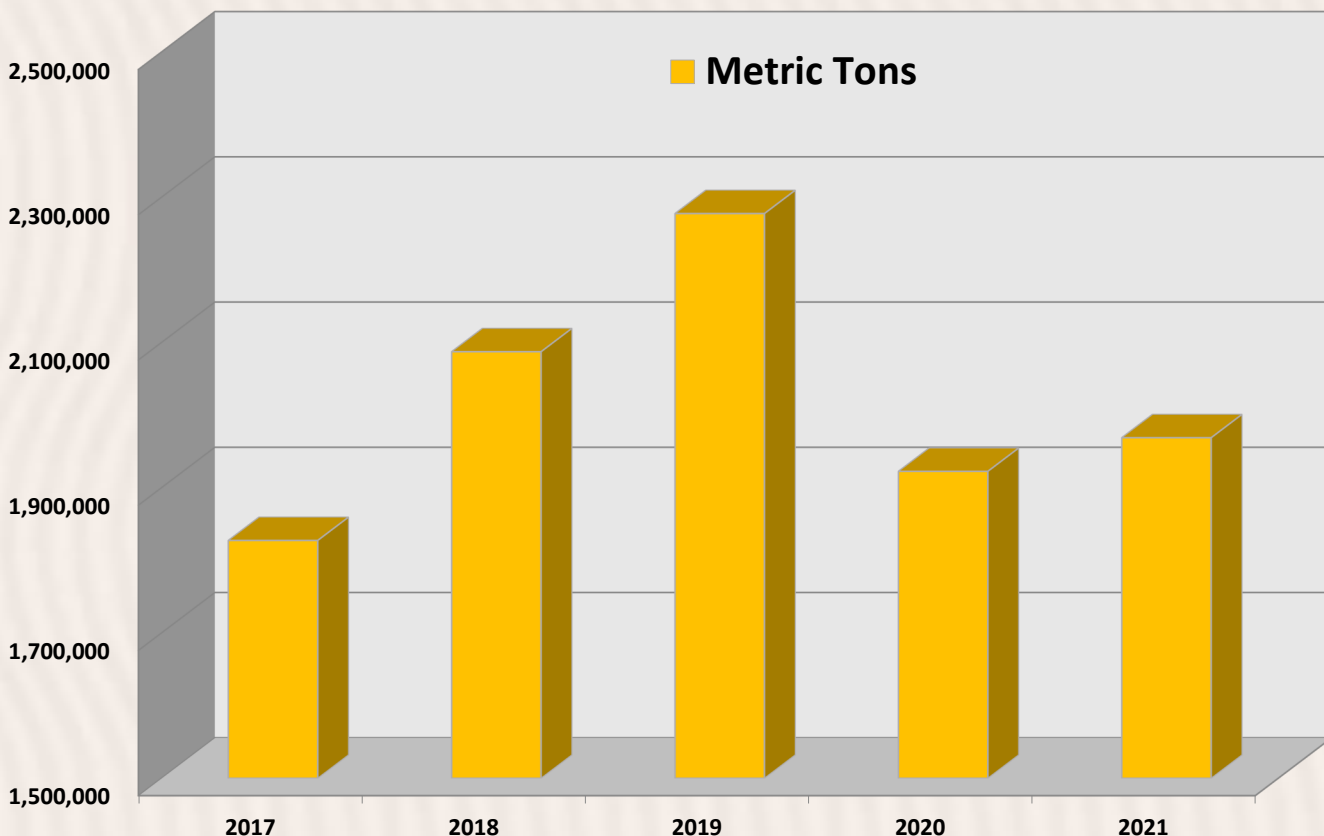
The Port of Green Bay is a critical link in Wisconsin's transportation system and serves as a multi-modal distribution center connecting waterborne vessels with an extensive network of highways and railroads. The Port of Green Bay provides Northeast Wisconsin manufacturers a cost-effective way to receive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

According to a 2017 economic impact study, the Port was responsible for:

-  **\$147 million economic impact**
-  **1,289 local jobs**
-  **\$83 million in income**
-  **\$9 million in state taxes**
-  **\$23 million in Federal taxes**
-  **\$105 million in business revenue**

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.

Port Tonnage



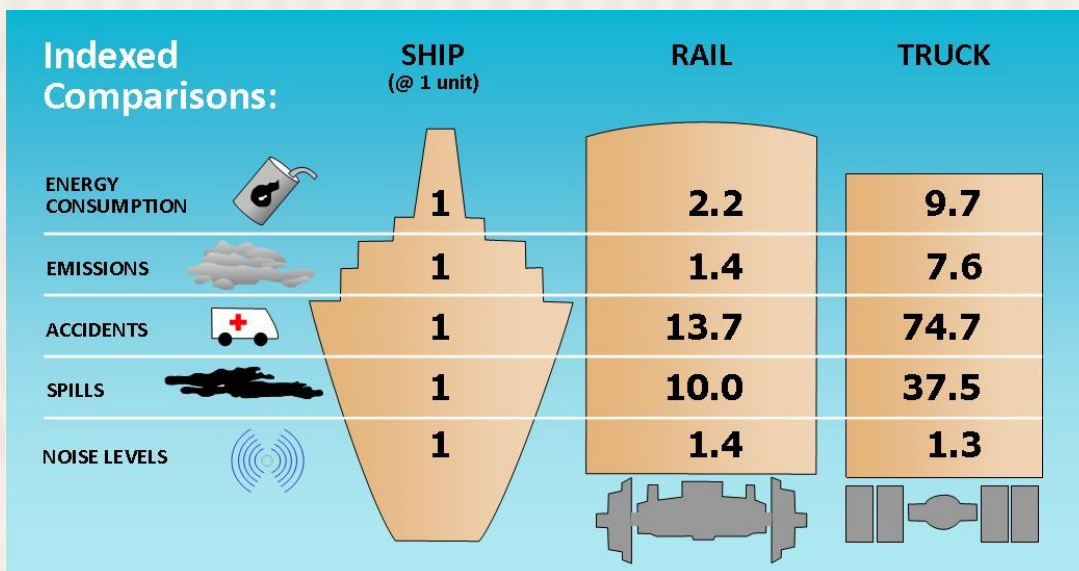
Port and the Environment

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

Consider that a single ship destined for the Port of Green Bay carrying 25,000 tons of coal from Sandusky, Ohio on Lake Erie will burn over 9,300 gallons of fuel. However, if that same amount of coal was delivered to Green Bay by rail, it would take almost 225 rail cars burning 20,460 gallons of fuel. If that same amount of coal was delivered to Green Bay by truck, an additional 870 trucks burning over 90,210 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 1.4 tons of emissions or 7.6 tons of emissions by truck. Transporting this cargo by ship would result in only one (1) 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.

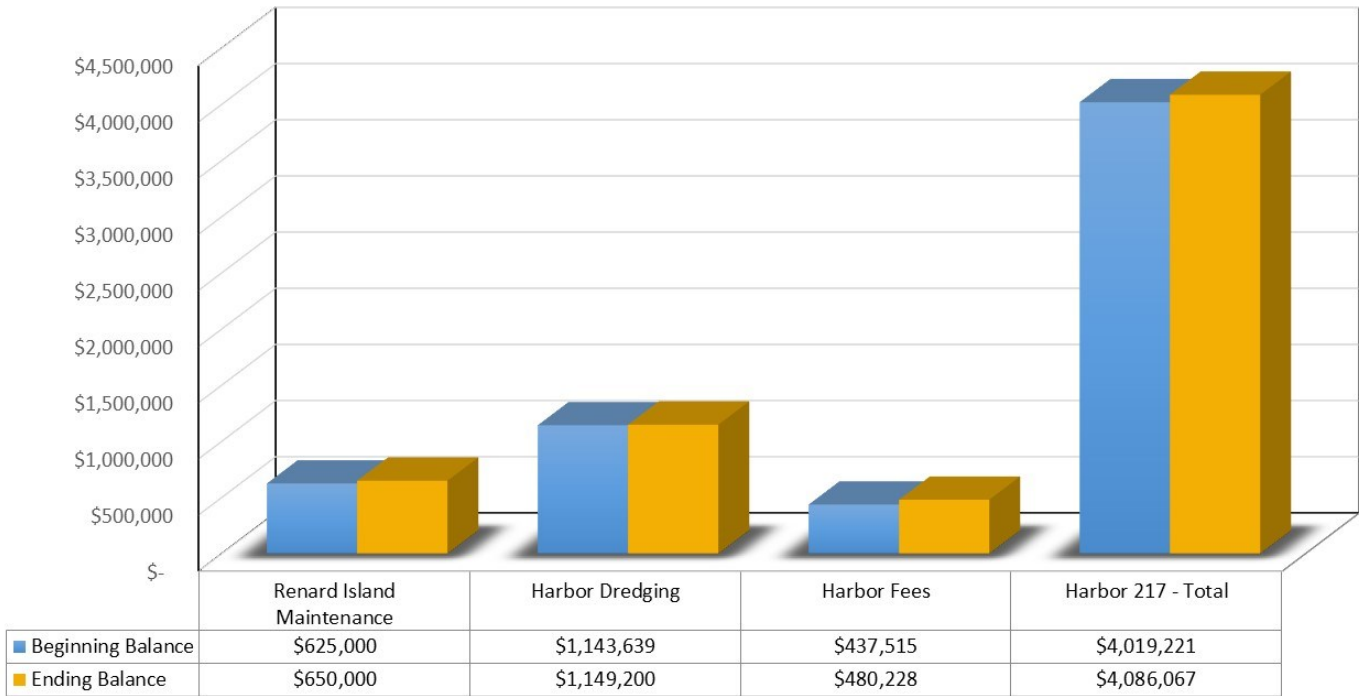
Waterborne transportation generates the least amount of air, ground and water pollution. Waterborne transportation offers lower fuel consumption, fewer accidents, less noise and reduces congestion on our highways. For these reasons, the Port of Green Bay has a bright future not only economically, but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

Transportation Type	Amount of Coal	Fuel Used	Fuel Emissions
Ship	25,000 tons	9,300 gallons	1 ton
Rail	25,000 tons	20,460 gallons	1.4 tons
Truck	25,000 tons	90,210 gallons	7.6 tons



Financials

2021 Port Fund Balances

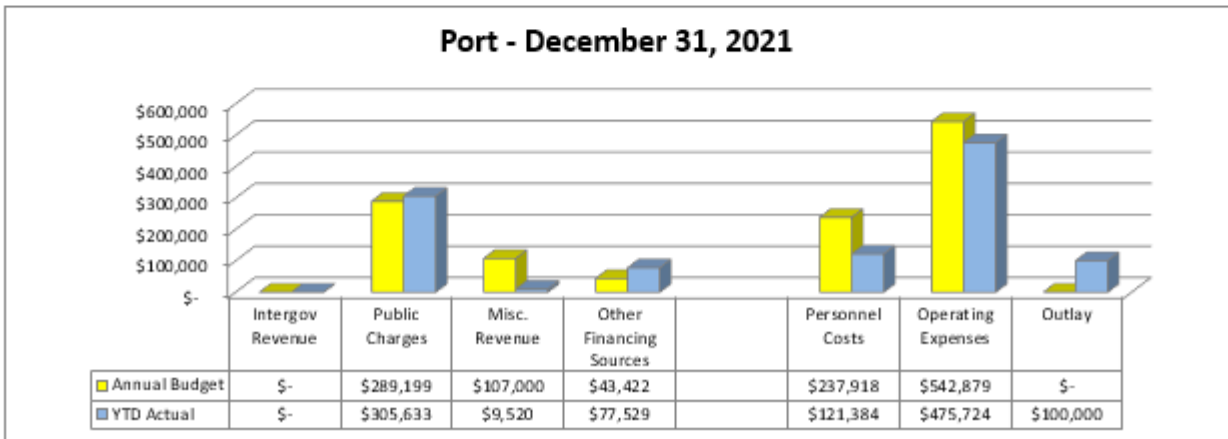


**Financials are unaudited and will be finalized by Administration in March.*



**Brown County Port & Resource Recovery Department
Port Area Budget Status Report
December 31, 2021**

		Annual Budget	YTD Actual	YTD %	YTD Total	Comments
R e v e n u e	Intergov Revenue	\$ -	\$ -	-		
	Public Charges	\$ 289,199	\$ 305,633	106%		
	Misc. Revenue	\$ 107,000	\$ 9,520	9%		
	Other Financing Source	\$ 43,422	\$ 77,529	179%		
Total					\$392,682.12	
E x p e n d i t u r e	Personnel Costs	\$ 237,918	\$ 121,384	51%		
	Operating Expenses	\$ 542,879	\$ 475,724	88%		
	Outlay	\$ -	\$ 100,000	-		
Total					\$697,107.83	



**Financials are unaudited and will be finalized by Administration in March.*



2021 Goals

Completed

- ◆ Advanced the Beneficial Reuse of Dredged Material
 - Established a Working Group of State and Federal Agencies
 - Conducted Market Analysis
 - Determined Legislative and Administrative Changes
- ◆ Worked toward making the Port of Green Bay a regular destination for **Cruise Ships**. Partnered with the Greater Green Bay Convention & Visitors Bureau and City of Green Bay to promote and coordinate cruise ship visits for 2022. Covid prevented cruise ships in 2020 and 2021.
- ◆ Acquired the WPS Pulliam Power Plant site, ensuring the property is used for its highest and best use as an industrial Port-related property. Brown County received a \$500,000 WEDC grant to assist Brown County in acquiring the \$2.7M property. Property was purchased with port funds accumulated over the past 20 years for this specific property acquisition opportunity. Efforts were coordinated with the City of Green Bay. Demonstrating Port growth/expansion is the goal of the Port of Green Bay and essential to eligibility for state and federal grants. Brown County is researching and pursuing all state and federal development grants based on port growth.

In Progress

- ◆ Updated Bay Port Plan of Operation. Foth Companies assisted Brown County in submitting a new Plan of Operation for Bay Port to the WDNR. Brown County's request for approval was withdrawn by Brown County in order for the Port, WDNR and USEPA to work out beneficial reuse related impacts with GEI Consultants' guidance.

Incomplete

- ◆ Renegotiate 217 Agreement between the U.S. Army Corps of Engineers and Brown County. U.S. Army Corps of Engineers transferred the responsibility for the Green Bay Harbor from the Detroit District to the Chicago District in 2020. Limited progress has occurred with the new district. The need to renegotiate 217 Agreement was again communicated by Brown County to U.S. Army Corps of Engineers – Chicago District.
- ◆ Advanced **Renard Island Strategic Master Plan** including promotion, leasing of acreage, grants and other activities related to implementation. The HoChunk Tribe of Indians expressed an interest in paving the causeway and parking lot to spur the development of the master plan. COVID-19 negatively impacted discussions with the tribe and other interested parties.



2022 Goals

The following list represents some of the Port's major goals for 2022:

- ◆ Advance Beneficial Reuse of Dredged Material. Work with DNR and EPA regarding sampling methods for future and historical dredged material reuse. Reconsider draft legislative bill regarding beneficial reuse. Consider a compost demonstration project using dredged material, municipal compost and manure. Demonstration would attempt to kill seed bank and produce a more marketable topsoil by-product.
- ◆ Seek approval of a new Bay Port Plan of Operation and low hazard exemption
- ◆ Support the advancement of the *Renard Island Strategic Master Plan* and obtain permanent access easement from the City of Green Bay. Advocate for the NERR research facility to be located on Renard Island. Seek funds to improve and pave the causeway and create a parking lot. Build community support and funding for development.
- ◆ Port Development Site (Pulliam Plant Property)
 - ◆ Hire engineering consulting firm to design site including dock wall construction, filling old slip and land behind bulkhead, dredging and dredged material placement, mooring features, storm water, etc.
 - ◆ Research and pursue applicable state and federal grants opportunities.
 - ◆ Sell 9.74 acres and sign a temporary Lease Agreement for 7.0 acres with GLC Minerals.
 - ◆ Identify and pursue potential lessees of the WPS Pulliam Plant property or other property for Port growth opportunities.
- ◆ Renegotiate 217 Agreement between the U.S. Army Corps of Engineers and Brown County
- ◆ Work toward making the Port of Green Bay a regular destination for Cruise Ships. Partner with the Greater Green Bay Convention & Visitors Bureau and City of Green Bay to promote and coordinate cruise ship visits for 2022.
- ◆ Work towards a Navy ship commissioning held in Green Bay in 2023.
- ◆ Participate and complete the New North Intermodal Freight Study examining the need for a truck/train intermodal facility in Northeast Wisconsin, ideally located in close proximity to the Port of Green Bay for future marine intermodal activities

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