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# Port N' News

Current Port, Maritime & Transportation  
Topics at the Port of Green Bay

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## Calendar of Events

### 2017 JANUARY

SUN	MON	TUE	WED	THU	FRI	SAT
1	Harbor Fee Meeting @ 10:00 am 2561 S. Broadway					7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

### 2017 FEBRUARY

SUN	MON	TUE	WED	THU	FRI	SAT
5	6	Harbor Commission Meeting @ 10:30 am 2561 S. Broadway				11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28				

### 2017 MARCH

SUN	MON	TUE	WED	THU	FRI	SAT
5	6	Harbor Commission Meeting @ 10:30 am 2561 S. Broadway				11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

## 2016 Tonnage

(Green Bay, WI) – With a final shipment of cement on January 7, the 2016 shipping season for the [Port of Green Bay](#) came to an official end on January 13, 2017. The 2016 season began on March 21, which was 13 days earlier than the previous year due to the mild winter. Overall, Port tonnage in 2016 totaled 1.8 million metric tons of cargo, just shy of a 2 million metric ton goal and down about 9 percent from 2015.

Cargo	2016 YTD	2015
<b>Domestic Import</b>		
Cement (-7%)	361,634	390,682
Coal (-35%)	330,256	508,385
Limestone (3%)	568,803	552,877
Petroleum Coke (-100%)	0	15,469
Petroleum Products (1421%)	128,736	8,466
Salt (40%)	66,458	47,384
Total Domestic Imports (-4%)	1,455,887	1,523,262
<b>Foreign Imports</b>		
Limestone (NA)	62,575	0
Petroleum Products (NA)	17,579	0
Salt (-43%)	150,861	266,909
Total Foreign Imports (-13%)	231,014	266,909
<b>Domestic Exports</b>		
Ash (NA)	17,555	0
Petroleum Products (-65%)	39,299	113,001
Project Cargo (-30%)	114	163
Total Domestic Exports (-50%)	56,967	113,165
<b>Foreign Exports</b>		
Petroleum Products (-24%)	68,249	89,408
Total Foreign Exports (-50%)	68,249	89,408
<b>Total Tonnage (-9%)</b>	<b>1,812,143</b>	<b>1,968,393</b>

“While the numbers didn’t quite reach the 2 million mark, being as close as they were means it was still a good season,” stated Port Director Dean Haen. “The numbers indicate that the economy in Northeast Wisconsin remains strong.”

Major positive contributors to the 2016 season included increases in domestic imports of petroleum products (up 1,421 percent) and U.S. salt (up 40 percent). The dramatic change in imports of petroleum product was the result of the closing of a petroleum pipeline serving northeast Wisconsin. The Port also saw the number of vessels increase by 1 percent to a total of 158, due to smaller capacity vessels carrying petroleum products. The increasing salt was the result of a shift from salt mines in Canada to the United States.

2016 Tonnage Continued page 4...

## First Ship Contest

**(Green Bay, WI)** - Can you guess when the first ship will arrive in the Port of Green Bay to kick off the 2017 shipping season? Will your answer be based on past ship arrivals? Will it be based on the farmer's almanac for weather predictions? Or will your answer come to you in a dream? Whatever your source is, we want to know!

The Greater Green Bay Convention & Visitors Bureau will once again host the First Ship Arrival contest. The person who comes closest to the date

and time of the first ship's arrival will win a prize package offered by the Port of Green Bay. To enter your official guess of date and time, there will be a link coming in mid-February on the Port of Green Bay website at [www.portofgreenbay.com](http://www.portofgreenbay.com) and Greater Green Bay Convention and Visitors Bureau website at [www.greenbay.com](http://www.greenbay.com). This year's prize package will include a gift certificate for Tiletown Brewery and a framed print by photographer Dave Sandford.

The shipping industry is significant for the Port of Green Bay and the Packer Country region. During the 2016 shipping season, the port received 1,812,143 metric tons of cargo. As the westernmost port on Lake Michigan, railroad companies and major trucking firms utilize the Port of Green Bay.



Cason Callaway unloading coal at C. Reiss Coal



G.W. Jackson by Dave Sandford

The shipping season generally starts once ice has melted or ice breaking begins in the bay and the Fox River. Water conditions in other parts of the Great Lakes play a factor in determining when the shipping season will commence. For historical records of previous shipping seasons refer to our website -

[www.portofgreenbay.com/ship-activity/ship-arrivals](http://www.portofgreenbay.com/ship-activity/ship-arrivals).

We are excited to see your guess! Don't forget to watch for the link on [www.portofgreenbay.com](http://www.portofgreenbay.com) and [www.greenbay.com](http://www.greenbay.com). Good luck!

## Terminals Under New Ownership

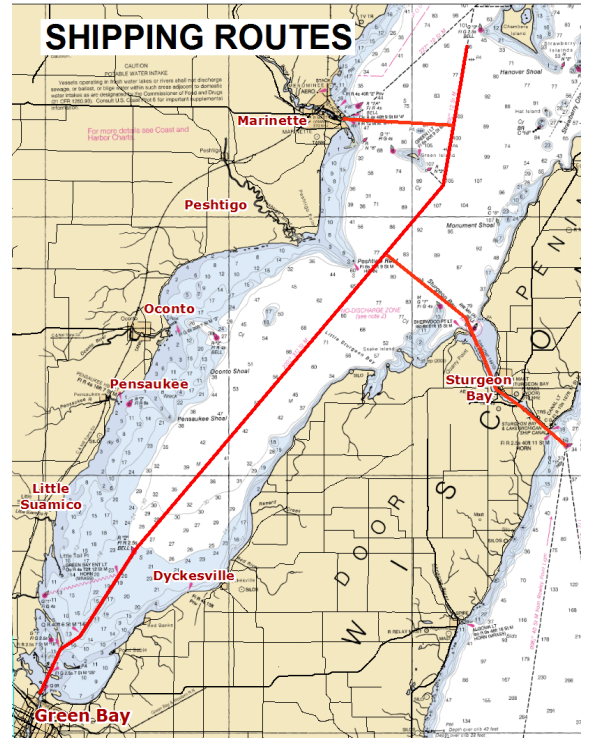
Fox River Dock Company and C. Reiss Coal Company have both been acquired by the Kroh Family from Western Pennsylvania. With this new acquisition Fox River Dock Company will now be known as the Fox River Terminal. The Kroh family is familiar with the coal industry and have not disclosed any plans for the two terminals in Green Bay.

# Ice Breaking

The Port of Green Bay has an annual economic impact on the Green Bay area of between \$75 million and \$100 million each year. With 14 terminal operators, the port moves almost 2 million metric tons of salt, coal, petroleum products, cement, ash, etc. in and out of Green Bay each year. These cargoes are vital to many businesses in the Green Bay area. All of this adds up to why the Port of Green Bay does not stop shipping cargo in and out of Green Bay until the bitter end, and sometimes, even after the bitter end.

The Port of Green Bay was prepared to stay open throughout the 2016/2017 winter to continue shipments of petroleum products into Green Bay from Milwaukee to compensate for the pipeline shut down in early 2016. The port has typically exported petroleum products out of Green Bay to eastern states and Canada. Because of the pipeline shutdown the port imported 1,421% more petroleum products than during the 2015 shipping season.

The port has regularly stayed open into January but never throughout the entire winter. The Port of Green Bay, U.S. Venture, and the U.S. Coast Guard started public outreach as soon as plans were made to

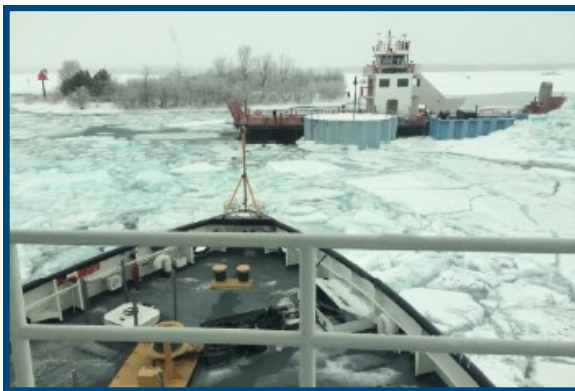


maintain a shipping channel. The U.S. Coast Guard issued press releases and was prepared to give a 72 hour notice of ice breaking. The Port of Green Bay partnered with U.S. Venture to put together posters marked with shipping lanes and sent these to over 250 bars, eateries, bait shops, ice fishing clubs, snowmobile clubs and visitor bureaus all along the bay as far north as Marinette and Sturgeon Bay. Staff spoke at fishing clubs and press conferences. Unfortunately, this was not an ideal situation for anyone who recreates on the lake in winter; however, ships will always have the right of way. Ships like Michigan Great Lakes, Cason Callaway, S.S. Alpena and dozens more are carrying 100s if not 1,000s of tons of material vital to businesses in the northeastern Wisconsin area.

The port officially closed for the winter on January 13th due to the lack of available petroleum products to move by vessel into the port. The only thing certain is the Port of Green Bay will be impacted by the future of the pipeline. If the pipeline stays closed, the port will likely play a significant role in the movement of petroleum products and this role may very well include staying open all year for the first time in history.



Above & Below U.S. Coast Guard Ice Breaking



## 2016 Tonnage *continued*

All other domestic and foreign import and export commodities experienced declines resulting in a 4 percent decrease in domestic imports; a 50 percent decrease in domestic exports; a 13 percent drop in foreign imports; and a 24 percent decrease in foreign exports.

“The most significant change resulting in those decreases, as well as the increase in domestic imports of petroleum products, can be attributed to the petroleum pipeline closure,” Haen explained. “Prior to the closure, US Venture exported diesel, gasoline and ethanol to other markets. With the closure of the pipeline, the exports flipped to imports to meet the demand for petroleum products.”



Great Republic depositing limestone at GLC Mineral

Looking to the 2017 shipping season, Haen expects increases in limestone and petroleum products, with decreases in coal and cement due to continued low cost natural gas and the completion of the Interstate 41 project. “However, based on 2016 results, I am looking forward to 2017 as the shipping industry continues to be the most cost-effective method of transportation for commodities,” Haen said. “The Port is a vital component of our area economy and an economic engine not found in many communities; generating employment opportunities for the region and bringing revenue into our area. We want to capitalize on that to expand the movements of diverse cargo and extend the Port’s reach to new markets in 2017.”

Check Out Our Website  
[www.portofgreenbay.com](http://www.portofgreenbay.com)  
Find us on Twitter @PortofGreenBay  
Check us out on Facebook, search Port of Green Bay

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