

JANUARY 2015

Port' N News

YEAR END TONNAGE

(Green Bay, WI) – It was another successful year for the Port of Green Bay. The Port closed the 2014 shipping season surpassing its goal of 2 million metric tons of cargo, edging out 2013 totals. Overall, a total of 2.3 million metric tons of material were imported and exported during the shipping season, an increase of 3 percent from 2013.

Reaching beyond the 2 million mark in tonnage was accomplished by several significant material increases. “Shipments of petroleum coke increased by 130 percent; its highest level in 15 years,” said Dean Haen, Port and Resource Recovery director. “Limestone tonnage also increased for the third consecutive year and surpassed 700,000 metric tons for the second time in Port history.”

Haen says that while seeing increased numbers is always good, the successful season makes an even more important statement. “This shows that using waterborne transportation continues to be a valuable asset to businesses,” Haen said. “Businesses are looking for transportation options that are safe, fast and cost effective and the Port of Green Bay has been able to demonstrate that time and again.”

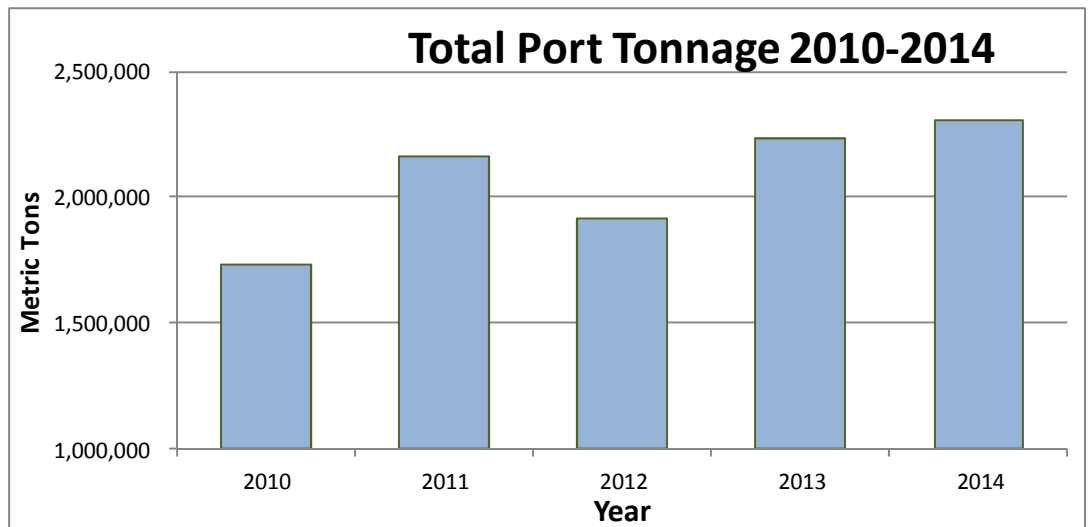
Other successes of the 2014 season include a 46 percent increase in shipping petroleum products including ethanol, diesel and gasoline, continuing the growth of terminal operator U.S. Venture’s waterborne transportation business. In addition, the Port also handled the natural gas boiler for Georgia-Pacific in December, one of the more unique movements of project cargo carried for the Port of Green Bay.

The 2014 shipping season saw many accomplishments for the Port and Haen says he’s optimistic about what 2015 will bring. “The economy is gaining strength every day so I’m confident we will again be able to hit our 2 million tonnage goal,” Haen said. “That being said, we do anticipate coal movements to decrease by 24 - 40 percent due in part to Georgia-Pacific’s new boiler which runs on natural gas, not traditional coal. But we also saw new cargo this year like sand and aluminum components so I’m confident we will find that balance to remain strong.”

Overall, Haen says our area is fortunate to have a port that can help businesses thrive, support hundreds of jobs and impact the area economy. “We can offer businesses a competitive edge when it comes to transportation needs that other cities can’t because of the Port,” Haen said. “I’m confident the Port will remain a valuable resource because it can meet today’s market demands and has potential to draw new business to the area.”

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FIRST SHIP CONTEST (COMING SOON)



(Green Bay, WI) - Can you guess when the first ship will enter the Port of Green Bay's shipping channel in 2015? It could be science that guides you, or maybe a little bit of luck.

Again this year, the Port of Green Bay and Greater Green Bay Convention & Visitors Bureau are partnering in a contest that embraces the age-old tradition of guessing the day the first ship will arrive at port. Tradition also holds that due to weather and other shipping factors, no one knows when arrival will take place. The person who comes closest 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 Brown County Port of Green Bay website at www.portofgreenbay.com and Greater Green Bay Convention and Visitors Bureau website at www.greenbay.com.



The shipping industry is significant for the Port of Green Bay and the Packer Country region. During the 2014 shipping season, the port received over 2 million tons of cargo. Terminals located on the Fox River include 15 docks capable of handling dry bulk commodities such as coal, cement, limestone, salt and potash, as well as four firms handling bulk liquids including tallow, petroleum products and asphalt. Two general cargo docks can handle wood pulp, machinery, bagged agricultural commodities and forest products. As the westernmost Lake Michigan dock, railroad companies and major trucking firms utilize the Port of Green Bay.

So go ahead, look for the upcoming link and take a guess!

FOX RIVER ENVIRONMENTAL CLEAN-UP PROJECT

(Green Bay, WI) - On November 17, 2014 there was an informational meeting regarding the Fox River Environmental Clean-Up Project to start an on-going dialogue between property owners and the Fox River Clean-Up Group, inform the property owners about their rights and the potential short and long term impacts of capping and dredging.

The Port of Green Bay has put together an email contact list of property owners along the Fox River. The contact list will only be used to send emails regarding the Fox River Clean-up & Dredging project. If you would like to be on this contact list, please contact us at (920) 492-4950.

This topic will be a standing item on the Harbor Commission Agenda and will be open to any public comments.

CALENDAR OF EVENTS

HARBOR COMMISSION

February 9, 2015

Resource Recovery Facility @ 11:30 am

HARBOR COMMISSION

March 9, 2015

Resource Recovery Facility @ 11:30 am



ANNUAL PORT OF GREEN BAY SYMPOSIUM

April, 2015

Anyone is welcome to attend the open session Harbor Commission Meetings! To sign up and receive Agenda notifications, please call (920) 492-4950.

UPDATES ON CAT ISLAND

(Green Bay, WI) - At a meeting of the Cat Island Advisory Committee pictures and air photos from a September 3rd site visit of the Cat Island chain were presented and discussed. The photos were taken during filling of the western island, now known as McKloskey Island, noting that the dredged material being placed into the island was very firm and predominantly composed of sand with little organic material. Staff from the US Army Corps of Engineers indicated that approximately 380,000 cu yds of material was placed in the island in 2014. The islands will be filled every two to three years depending on which stretches of the shipping channel are dredged. The consensus of the Committee is that they would like to see one island filled before work begins on other islands so that there is less disturbance of nesting areas once established.



Aerial Photo of the Cat Island Chain on November 26, 2014 showing the extent of fill in McKloskey Island.

Public Access on the Cat island Chain has been a much debated topic

of discussion over the last two years. The project was originally conceived and partially funded as a habitat restoration project which can pose issues with public access for recreation. These issues include:

- The site is an active Corps of Engineers construction site and will remain so for the next 20-30 years as it is filled with dredge material. The Corps does not allow public access at their construction sites making this is a restricted area and “off limits” to the public.
- There are significant public safety issues with heavy equipment moving dredged material around posing the possibility of people becoming trapped in the dredge spoil deposition area.
- The area is used by several species of threatened/endangered shorebird species. Disruption of the birds during nesting season from April to August could lead to nest abandonment or similar issues.

There are two gates on the entrance road area that restrict public access. The public is allowed to walk past the first gate to gain access to the water for hunting, hiking, bird watching, etc. while the second gate prohibits any public access beyond the water’s edge. Currently, any access to the site is now reviewed by the Committee on a case-by-case basis. The UW-Sea Grant Institute is working with the Port to develop a Public Access Plan to help balance competing uses of the islands.

Researchers from UW Green Bay have been conducting monitoring activities on and along the chain over the last couple of years. UWGB staff have been monitoring water quality north and south of the barrier for sediment, algae growth and aquatic vegetation growth. Bottom sediments were also removed and planted in a controlled environment at UWGB to allow comparison of vegetative growth to lab samples. Hard-stemmed bulrush plugs were planted north and south of the barrier to compare survival rates and assess protection offered by the wave barrier. On-going bird monitoring is being conducted with bird counts being conducted at least twice a week from early April to early November since 2012.



Tom Prestby, 2014

PORT TERMINAL OPERATOR PROFILE

GRAYMONT

(Green Bay, WI) – The Port of Green Bay is the western-most port of Lake Michigan offering a direct route for shipping raw goods and materials using the most cost effective and sustainable method of transportation available. There are 15 active private terminal operators located along three miles of the Fox River. These businesses move more than two million tons of cargo on more than 200 ships each year. The Port of Green Bay is a vital 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. Opportunities for growth, whether using an existing port facility or developing a new property, make the port an attractive option for businesses.

Graymont – Graymont imports dry bulk limestone from quarries in Michigan to produce high quality calcium pebble and hydrated lime for industrial and agricultural uses. Processed calcium oxide and hydrated lime may then be shipped throughout the country by rail and/or truck. The Graymont plant has a 1,780' sheet piling dockwall for receipt of bulk limestone from self-unloading lake vessels and totals approximately 20.3 acres. Two warehouses on the southern part of the property are leased to KK Warehousing, while the remaining southern 5.5 acres is leased to the city of Green Bay as an extension of Leicht Park. The Graymont property is located on the west bank of the Fox River immediately south of St. Mary's Concrete. As the result of a partnership between the Port, WisDOT, and the forerunner to Graymont (Western Lime) to improve the dockwall on the site, the Port currently owns a strip of river frontage between Graymont and the Fox River approx. 75' wide by 1,180' in length. The Port leases this property back to Graymont for port access under the terms of a 25-year, 10-month lease signed in 1994, which expires in February 2020. Following expiration of the lease, the property will revert back to the ownership of Graymont, or their assigns.



Graymont, Port of Green Bay.

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