



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

Port N' News

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2023 Tonnage Remains Steady While Number of Ship Visits Increase

The 2023 shipping season has quietly come to a close at the Port of Green Bay with 1,782,887 tons of materials handled. That amount is about 1% above last season's tonnage of 1,765,834. While tonnage levels were similar over the past two seasons, the number of ships that visited the Port of Green Bay increased. A total of 170 vessels moved through the Port of Green Bay this shipping season compared to 159 in 2022, a 7% increase. The increase is attributable to water levels that have declined to average or slightly below average, resulting in less tonnage per voyage, and the diversified cargo entering and exiting the Port has been carried in non-traditional bulk vessels. For example, petroleum products and liquid asphalt are carried in smaller, tanker vessels while forest products, aluminum components, slag and project cargo are also carried in smaller, specialized vessels. "It's been a solid year at the Port of Green Bay," stated Dean Haen, Port of Green Bay Director. "While we'd love to see tonnage that surpasses the pre-2022 totals of 2,000,000 tons, we're satisfied with how this season ended."

Overall imports for most cargo types during 2023 remained relatively even year-over-year with an expected decrease in coal and a more than moderate increase in the amount of salt imported. Limestone was once again the top import of the season, followed by cement, salt and petroleum. Limestone imports totaled 616,046 tons during 2023. Cement imports reached 344,471 tons, approximately 1% over last year's tonnage. Salt imports rose from 231,009 tons in 2022 to 325,475 tons in 2023, an increase of about 41%. Petroleum imports totaled 269,334 tons during 2023. Additional imports included coal, wood pulp, slag and project cargo. Project cargo refers to the transportation of large, valuable, complex or heavy-duty equipment. Exports included petroleum products and aluminum modules. "Because the Port is a type of economic barometer for our region, end of season tonnage totals that remain at or above the previous year are good to see," added Haen. "Great Lakes shipping and the diversification of cargo over time are interesting to observe, as they offer insights into larger trends across various industries. And, I have to add that, waterborne transportation continues to be the lowest cost means of moving goods." Haen added, "All-in-all, we are fortunate to have such an engaged business community in Northeast Wisconsin. Both our public and private sector partners collaborate to provide a high quality of life for those living and working here, and we're proud to help support those efforts."

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Upcoming Events:

- Feb 12 - Harbor Commission Meeting 10:30am
- Mar 11 - Harbor Commission Meeting TBD

Billions Committed in Historic Decade of Investment Aimed at Enhancing Shipping on the Great Lakes

A comprehensive independent survey of public and private investment conservatively estimates that \$8.4 Billion will be spent to enhance marine shipping on the Great Lakes and St. Lawrence Seaway between 2018 and 2027.

The Infrastructure Investment Survey of the Great Lakes and St. Lawrence Seaway System quantifies ongoing investments in the navigation system to help support long term planning and the achievement of economic development goals, while also building confidence in the system's future viability.

In addition to identifying the level of investment, the survey also revealed investment in specific aspects of the Great Lakes – St. Lawrence Seaway system. This includes:

- \$636 million was invested in vessel enhancements between 2018 and 2022, with at least another \$328 million planned between 2023 and 2027.
- \$2.1 billion was invested to enhance port and terminal infrastructure between 2018 and 2022, with at least another \$1.1 billion planned between 2023 and 2027.
- \$3 billion was invested in waterway infrastructure such as locks, breakwaters and navigation channels between 2018-2022, with at least another \$1.2 billion planned between 2023 and 2027.

This magnitude of investment reveals several important facts about the future of the economy, supply chains, and net zero initiatives in North America - specifically that:

1. The marine shipping industry is focused on maintaining and building on its leadership as the most efficient, reliable, and sustainable way to move cargo;
2. There is broad recognition that economic growth and greenhouse gas reduction ambitions can be achieved through significant investment in marine shipping;
3. Navigation infrastructure and its users provide a key conduit for commercial activity for North American businesses – a vital conduit that requires continuous investment to enhance and maintain; and
4. As the world undergoes a historic shift towards more sustainable practices, the marine shipping industry and the US and Canadian governments are partnering to actively invest billions to lead in the transition.

In addition to the billions invested by private marine shipping organizations in research and development, new infrastructure, and new service offerings, the survey captures major governmental funding initiatives aimed at enhancing infrastructure and improving supply chains.



Credit: USACE. Soo Locks Image

This includes the U.S. Government's Bipartisan Infrastructure Law and Inflation Reduction Act, which were aimed, in part, at investing in green technologies and infrastructure enhancement; the Canadian Government's Green Shipping Corridor Program, which will support increased sustainability within the marine sector; and the Canadian Government's establishment of a dedicated Transportation Supply Chain Office to enhance supply chain effectiveness.

The survey was developed as part of a larger project that was requested by a public/private sector committee of American and Canadian maritime organizations. That project produced a study titled "Economic Impacts of Maritime Shipping in the Great Lakes-St. Lawrence Region," which was released last July. The intent of this project was to provide the navigation community, transportation planners, government policy makers, and the public with a credible, independent assessment of the economic contributions associated with commercial maritime shipping in the Great Lakes and St. Lawrence region throughout North America. The study showed that marine shipping on the Great Lakes and St. Lawrence Seaway supports tens of billions in economic activity in North America, hundreds of thousands of jobs, and billions in wages and taxes each year.

First Ship Contest 2024

Since 2006, the Port of Green Bay has hosted an annual First Ship Contest where we encourage people from across North America to participate. The previous shipping season in 2023 began with the arrival of the *AlgoCanada* (pictured right) on March 15th at 8:59AM.

Discover Green Bay will once again host the First Ship Arrival contest. The person who comes closest to the actual date and time of the first ship's arrival will win an amazing prize package! This year's prize package will include a one-night stay and gift basket from St. Brendan's Inn (Downtown Green Bay), a Port of Green Bay swag bag, a 200-year Anniversary Brown County Monopoly game, and a 2024 Great Lakes Calendar by local ship watcher Chuck Zentmeyer.



The shipping season generally starts sometime after March 15th. Water conditions in other parts of the Great Lakes play a factor in determining when the shipping season will commence.

To enter your official guess of date and time, watch for the link coming in early-February on the Port of Green Bay website at www.portofgreenbay.com and Discover Green Bay's website at www.greenbay.com. Good Luck!

SHIPS AHOY: Ships of 2023

In 2023 the Port of Green Bay saw a number of familiar ships, and some new faces made an appearance.

There were the “Algos”, beginning with the AlgoCanada to start the season, followed by Algonova, Algoma Compass, Algoma Innovator, Algoberta, Algotitan, Algoluna, and Algoma Niagara.

Many more “A” names followed with arrivals by the Alpena, Alamosborg, American Mariner, Ashtabula, and Atlanticborg (MV).



Name-dropping ships returned like the H. Lee White, John J Boland, Kaye E Barker, the Margaret with Tug Albert, Rebecca Lynn, Sarah Andrie, and Mark W Barker.

Ships with strong names like Innovation (SDC), Integrity (GLO), Pathfinder (Dorothy Ann), Undaunted (Pere Marquette), Endeavour (Karen Andrie), and Conquest (St. Marys) were seen in Port.

Foreign ships and Great Lakers alike found their way to Green Bay waters. The Calumet, the Elborg (MV), Kitikmeot, Flevoborg (MV), Manitowoc, and Ocean Navigator brought salt, wood pulp, limestone, and tourism!

What ships did you want to see in 2024? Send us your hopefuls at bc_port@browncountywi.gov

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