



JULY 2012

Port' N News

PUTTING PLANS INTO ACTION... PORT IS READY TO GROW

Following a successful 2011 shipping season and an early start to the 2012 shipping season, the Port of Green Bay is ready to move forward on some big plans. Port officials and the Brown County Harbor Commission developed a new strategic plan for the Port in 2010. But with the weakened economy and nervous businesses, we were only able to chip away at some of the smaller aspects of the plan. Now, with the economy starting to make a comeback, it's the perfect time to research and develop some of the main goals of the plan:

Seek out new markets by exploring the viability of intermodal container capability. Being able to house an intermodal container facility would open the Port as a viable transportation option to countless businesses. The Port would definitely become a major player and the facility would give us a competitive edge. A economic development committee has been formed by County Executive Troy Streckenbach to further investigate a possible rail intermodal facility near the Port that could grow into port intermodal facility. The committee is directed by the Green Bay Chamber of Commerce Advance program.

Look to strengthen the economy while protecting the environment through sustainable economics. The Port will research products and project ideas that could utilized clean dredged material. Relocating dredge materials that have been removed from a navigational channel is an all too common issue for ports because storage is not always accessible. Not only would re-purposing dredge material help with shipping channel maintenance and storage, it would provide a cost-effective and sustainable resource for things like road projects or gardening and lawn products.

The Port is also looking into how to **generate new revenue streams and expand its market reach** by further promoting the Foreign Trade Zone and its building and land opportunities. The Port has a lot to offer businesses and can help them be competitive in the market which can contribute to company growth.

One recent example of growth is with current terminal operator Noble Petro, Inc. The company was awarded a \$720,000 Harbor Assistance Grant to make facility improvements that will allow loading and off-



loading of gasoline barges for import or export. Noble Petro, Inc. plans to grow its business to export more than 30 million gallons of petroleum products each year and create eight new jobs.

This is just one positive example of business growth that will start to instill confidence in the economy. Our area is fortunate to be connected to international waterways and have access to an extensive network of highways and railroads that can connect businesses to America's Heartland. As the economy grows stronger, the Port will only continue to strengthen and will be positioned to support business development for years to come.

Inside this issue:

Cat Island Update	2
Event Calendar.....	2
National Maritime Day...	3
May Tonnage	4

RECOGNIZING NATIONAL MARITIME DAY

(Green Bay) – The shipping industry and ports across the country recognized the relevance and importance of the maritime industry on May 22, 2012 as part of the National Maritime Day.



“The Port has always been an important part of this community’s history and heritage”.

National Maritime Day was first declared by Congress in 1933 and is a day to positively acknowledge the maritime industry and the benefits it brings to the country in terms of transportation, jobs, goods and recreational opportunities. “The Port has always been an important part of this community’s history and heritage dating back to the early 1800s,” stated Dean Haen, interim director of the Port and Solid Waste Department. “In 2010, the Port had an economic impact of \$83 million and supported more than 800 jobs in our area.”

Haen says that like the rest of the country, the shipping industry has had its share of economic struggles. “The Port has definitely seen its share of challenges over the last few years, but we saw a positive turn around last year with a 25 percent increase in tonnage, which was huge,” Haen stated. “Ports are typically one of the first indicators of how the economy is faring so to end last year on a high note helps to boost confidence that the economy is improving.”

Haen attributes the Port’s success to the partnerships that have been developed over the years. “The Port has worked hard to make a connection with the community,” Haen commented. “The Port works with elected officials, business owners and community leaders and keeps them informed on Port developments and growth opportunities. We even impact our schools with our education program, ***“The Port of Call for All.”***

Those interested in learning more about the Port don’t have to go very far. The Neville Public Museum is currently holding an exhibit that focuses on how bulk raw materials are delivered to the Port and its economic impact. “We are working on plans to expand the exhibit in the future,” Haen stated. “It’s a great connection for us.”

National Maritime Day also recognizes ships and seafarers who have held a special place in the nation's history. The annual Seafarer’s Memorial and Dedication Service will be held in Green Bay after Memorial Day and will honor all seafarers, known and unknown, who have departed this past year.

CALENDAR OF EVENTS

HARBOR COMMISSION

2013 Budget Meeting

July 25, 2012

Clarion Hotel @ 11:00am



GREAT LAKES PORTS MEETINGS

July 10-11 ~Detroit, MI

Wisconsin Commercial Ports Association
Annual Meeting ~ Bayfield, WI

August 16, 2012 WCPA Executive Meeting & Dinner

August 17, 2012 WCPA Meeting, Presentations & Port Tour

CAT ISLAND PROJECT— UPDATE

Brown County started construction of the Cat Island chain restoration project. Foth Companies staked the construction site from the end of Bayshore Drive to Station 10+00. Construction began on Monday, May 20, with Peters Concrete clearing vegetation and brushing the corridor. By Friday, May 25, the first 1,000 feet (Phase 1) of the access road construction was complete. Peters brought in five truck-loads of topsoil fill to provide cover along the sides of the initial road segment for grading and seeding.



The access road has a few spots where some slight settlement is evident which is to be expected given the soft soil in the subgrade and the high water levels in the wetlands. On Wednesday May 30, Foth completed 14 density tests on the road gravel from station 2+60 to 18+00 as required by the ACOE specifications.

Twelve of the tests were in the compacted area of the road and exceeded the specifications requirements of 95% compaction. Two tests completed in the center of the road where no wheel traffic occurs were 90 and 91%, but are not of significant concern as no wheel traffic will occur on the center of the road.

Peters is watering the road on dry windy days as it gets dusty very quickly, however there is not a great deal of dust since the road gravel does not contain a high percentage of fines.

Construction has advanced to Station 39+00, well beyond the turnaround at Station 20+00 and core stone placement is being actively placed starting at station 26+00. Peters is using a Geo-grid and placing it over the marsh surface prior to placing the core stone. This appears to be working well at limiting the amount of aggregate lost to the soft subgrade. The project is on schedule for completion in early August. Upon completion, Brown County will cold patch the road way. The U.S. Army Corps of Engineers will begin phase 2 in September of 2012.

U.S. PORTS REMAIN STRONG –ST. LAWRENCE SEAWAY

St. Lawrence Seaway cargo shipments were up 5% in May. The St. Lawrence Seaway reported that year-to-date total cargo shipments for the period March 22 to May 31 were 8.9 million metric tons, up 3.7% over the same period in 2011.

Rebecca Spruill, Director of Trade Development for the Saint Lawrence Seaway Development Corporation said, "Seaway tonnage increases this year continue nudge upward to 5% overall when compared to the same time frame last year. Double digit figures were noted in coal and iron ore, and general cargo is up almost 7%." The month of May also saw a rise in international vessels delivering wind turbine components for wind farm projects in the American mid-west and western Canada. Spruill also added, "Shippers are pushing to transport turbines to wind farms before year's end in order to take advantage of the expiring tax credit deadline."

Iron ore shipments through the Seaway rose 41% to 1.3 million metric tons in May (YTD figures for iron ore were up 24% to 2.5 million metric tons.) Bulk materials, which include pig iron, stone and cement (YTD increase of 8% to 2.3 million metric tons.)

Coal shipments for power generation and steel production rose to 1.1 million metric tons— a 31% hike over 2011. Salt tonnage posted a 37% rise in May to 295,000 metric tons as North America cities continue to replenish their reserves for road salt.

Grain shipments, however, were down on both sides of the border – May saw a 22% downturn for all grain in 2012 versus the same time last year.

With all of these statistics U.S. Ports along the system remain optimistic about the shipping season. The Great Lakes-St. Lawrence Seaway maritime industry supports 227,000 jobs in the U.S. and Canada, and annually generates \$14.1 billion in salary and wages, \$33.5 billion in business revenue, and \$4.6 billion in federal, state/provincial and local taxes. North American farmers, steel producers, construction firms, food manufacturers, and power generators depends on the 164 million metric tons of essential raw materials and finished products that are moved annually on the system. This vital trade corridor saves companies \$3.6 billion per year in transportation costs compared to the next least-costly and land-based alternative.



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PORT TONNAGE—MAY 2012

The 2012 shipping season started early. The mild winter led to an early ice out with the Port open for business in early April. April proved to be a very slow with only nine inbound vessels that resulted in 52% less tonnage than the previous April.

Then in May the Port of calls jumps up to twenty-one. These vessels brought in and out 46% more tonnage when compared with the same month in 2011. The surge in activity brought the two month tonnage totals within 7% of the previous year.

So what is going on, it is too early to tell but there are some facts that that will impact the 2012 shipping season. The local salt reserves are high from the mild winter last year. This will result in lower salt inbound into Green Bay for Northeastern Wisconsin. The reconstruction of Hwy 41, renovations at Lambeau Field and other road construction will push up the quantities of cement and liquid asphalt moved through the port. In addition, US Venture continues to grow its import and export business. US Venture is already 18% ahead of last year.

So where are we headed in 2012? I am not going to touch that one, I will leave forecasting to the weatherman!

Cargo (% change)	2011	2012
<u>Domestic Imports</u>		
Cement (+96%)	41,534	81,554
Coal (-20%)	114,842	91,623
Limestone (-23%)	142,437	109,560
Liquid Asphalt	0	6,213
Pig Iron	4,738	0
Total Domestic (-5%)	303,551	288,951
<u>Foreign Imports</u>		
Petroleum Products	0	6,944
Salt	26,348	0
Pig Iron (-7%)	2,483	2,313
Total (-68%)	28,831	9,257
<u>Domestic Exports</u>		
Petroleum Products (-82%)	68,831	12,229
<u>Foreign Exports</u>		
Petroleum Products	0	62,232
Total Tonnage (-7%)	401,213	372,670
Vessels (+6%)	34	36