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Port' N News

BI-NATIONAL STUDY HIGHLIGHTS GREEN ADVANTAGES

(Washington, D.C.) – A comprehensive report released today has defined the modal and environmental advantages of using marine shipping to transport goods in the Great Lakes-St. Lawrence Seaway region. A study titled *The Environmental and Social Impacts of Marine Transport in the Great Lakes-St. Lawrence Seaway Region* was conducted by Ontario transportation consultants Research and Traffic Group, and peer reviewed by independent experts in the U.S. and Canada. The study found that Great Lakes ships are more fuel-efficient and emit fewer greenhouse gases per thousand cargo-ton miles than land-based alternatives.

The study also calculated that the shift from marine to road and/or rail modes of transport would lead to increased societal impacts including additional traffic congestion, higher infrastructure maintenance costs, and significantly greater levels of noise.

This bi-national research project is the first time a study has examined the external impacts of the U.S., Canadian, and international fleets operating on the navigation system, using actual data from all three categories of ship-owners. Previous studies of the three modes of transport drew comparisons based on the average performance of each mode, rather than making a like-for-like comparison based on each mode carrying the same cargo mix.

According to marine industry stakeholders, the study's results underscore the importance of investing in the infrastructure and technology required to foster growth in Great Lakes-Seaway transportation. Steven A. Fisher, Executive Director of the American Great Lakes Ports Association, said: "The study findings present a more complete picture of shipping in the Great Lakes in terms of the benefits of this mode of transportation. Data from the study will help inform future decisions on subjects ranging from investments in new technologies, budget allocations for infrastructure projects, and appropriate levels of regulation, to name just a few. The marine industry now has the information it needs to address questions by federal and state governments on the value of shipping to its constituents."

Mark W. Barker, President, The Interlake Steamship Company, added that this study provides additional foundational data that will help the Great Lakes marine industry continue to reduce its environmental footprint. He said, "Interlake was pleased to be part of this groundbreaking study. As a company, we are committed to minimizing the impact our fleet has on the environment. Our vessels carry more than 20 million gross tons annually, and do so using significantly less fuel per ton than it would take to move the same cargo by land-based modes. With continual improvement programs, new technologies, and regulatory changes we see the benefits of marine shipping increase in the future."

In terms of energy efficiency and greenhouse gas emissions, the study finds that: The Great Lakes-Seaway fleet is nearly 7 times more fuel-efficient than trucks and 1.14 times more fuel-efficient than rail. Rail and trucks would emit 19 percent and 533 percent more greenhouse gas emissions respectively if these modes carried the same cargo the same distance as the Great Lakes-Seaway fleet. (Continued on page 3).

Inside this issue:

Cat Island Update	2
Event Calendar.....	2
AAPA Communication Award	3
May Tonnage	4



CAT ISLAND OFF-LOADING FACILITY ADDED

Beginning in June of this year, Brown County began construction of a rock spine structure that will act as a wave barrier and provide the foundation for restoring the Cat Island Chain in the bay of Green Bay. The project is being undertaken in several phases. Brown County's portion of the project represented the first phase of a project to construct a 2.5-mile long wave barrier along the remnant Cat Island shoals to protect and restore 1,225 acres of shallow water and wetland habitat. The initial portion of this project involved Brown County constructing 3,900 feet of wave barrier and access road under a \$1.5 million EPA Great Lakes Restoration Initiative Grant. Phase I of the project was completed in August 2012.

Phase II of the project is a joint Brown County/US Army Corps of Engineers project to complete the remainder of the wave barrier and side dikes for the three islands. The islands will be then be filled by the Corps using clean dredged material from the maintenance of the Green Bay Harbor over the next thirty years. The joint project consists of the construction of approximately 4.3 miles of wave barrier to form the three islands with 35 percent of project costs being cost-shared by Brown County. Construction of the Corps portion of the Cat Island wave barrier began in October 2012. The project is being constructed faster and with less stone than originally expected due to favorable weather conditions and low water in the bay of Green Bay. The original project cost estimate of \$34 million has fallen to less than \$20 million and the timeline for completion has been moved up from December 2015 to Fall 2013. Brown County had expected to provide all stone for the project as its cost share, but due to the decrease in costs has had to look at paying for additional project enhancements. One of the larger modifications is an off-loading facility that will be built adjacent to the shipping channel. This off-loading facility will allow dredged material to be placed in the islands as they are filled. The facility is estimated to cost \$900,000 with Brown County providing 50 percent of the funding.



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CALENDAR OF EVENTS

HARBOR COMMISSION

2014 Budget Meeting

July 22, 2013

Clarion Hotel @ 11:00am

GREAT LAKES PORTS MEETINGS

July 10-11 ~Oswego, NY

GREAT LAKES COMMISSION MEETING

September 9 ~Milwaukee, WI



Wisconsin Commercial Ports Association
Annual Meeting ~ Washington Island, WI

September 11 WCPA Executive Meeting & Dinner

September 12 WCPA Meeting, Presentations & Port Tour

HARBOR TOUR

HARBOR COMMISSION

August 12, 2013

PORT RECEIVES AAPA COMMUNICATION AWARD

(Green Bay) – [The Port of Green Bay](#) has earned an Award of Excellence for its 2012 Communication Plan by the [American Association of Port Authorities \(AAPA\)](#), a trade association representing leading port authorities throughout the Western Hemisphere. In all, 26 seaports were recognized by the annual Communications Awards program. Ports from across the United States submitted award nominations in 15 classifications.

“It is an honor to be recognized for our communication efforts,” stated Dean Haen, director of the Port & Solid Waste Department. “We have worked extremely hard over the last several years to create a stronger presence in the community, with the media and potential businesses. An effective communications plan has helped us elevate the Port and show the value and the growth potential the Port has.”

For the past few years, the Port has grown its engagement with the public and business communities through billboard, newspaper and radio advertising, news releases and media interviews, an improved website and most recently, engagement with social media platforms like Facebook and Twitter (PortofGreenBay).

AAPA Communications Awards submissions were judged by outside professional public relations firms in the Washington, D.C. area. Award winners will be recognized during the AAPA’s 102nd National Convention in October.



BI-NATIONAL STUDY HIGHLIGHTS GREEN ADVANTAGES-CONTINUED

The study also emphasizes the significant role that marine shipping plays in reducing congestion on roads and railways:

- It would take 3 million train trips to carry the total cargo transported by the Great Lakes-Seaway fleet in 2010, as much as double the existing traffic on some rail lines in Canada and at least a 50 percent increase in traffic on some of the busiest lines in the U.S.
- It would take 7.1 million truck trips to carry the total cargo transported by the Great Lakes-Seaway fleet in 2010. That would increase existing truck traffic by between 35 to 100 percent depending on the highway.
- If Great Lakes-Seaway marine shipping cargo shifted permanently to trucks, it would lead to \$4.6 billion in additional highway maintenance costs over a 60-year period.

An additional assessment gauged the long term efficiency and emissions performance of Great Lakes vessels **after** meeting new regulatory standards and achieving improvements with new technology and the use of low sulphur fuels between 2012 to 2025. The Great Lakes-Seaway fleet would record significant decreases in emissions as follows:



- GHG emission reductions of 32 percent
- NOx emission reductions of 86 percent
- SOx emission reductions of 99.9 percent
- Particulate Matter emission reductions of 85 percent

MAY PORT TONNAGE SUMMARY

The 2013 shipping season started slightly late as some vessel operators waited for the Coast Guard to cut a track into Green Bay. After establishing the track several vessels transited Green Bay. Wind conditions then moved the ice around and locked two vessels in the Bay of Green Bay that required assistance from two Coast Guard ice breakers. From then on the Port has been open.

Water levels hit record lows in December 2012 and January 2013. The good news is since January Lake Michigan has risen at twice its normal rate resulting Lake Michigan moving 5 inches away from the record low. We are still 13-14" below average, but with the cool wet spring lake levels might continue improving.

Cement is down 37%. This is likely going to change as the Wisconsin Department of Transportation, begins paving highway 41. Last year's long winter will result in more inbound salt and this is reflected in our May tonnage as more than a 100,000 mt of domestic and foreign salt has arrived. Surprisingly coal at this time is up 20%. With natural gas being so inexpensive the amount of inbound coal would be less, but not as of May.

So where are we headed in 2013? Stay tuned...

Cargo (% change)	2013	2012
<u>Domestic Imports</u>		
Cement (-37%)	51,656	81,554
Coal (+20%)	114,842	91,623
Limestone (+30%)	141,910	109,560
Liquid Asphalt	0	6,213
US Salt	30,515	0
Total Domestic (+16%)	334,324	288,951
<u>Foreign Imports</u>		
Petroleum Products	0	6,944
Salt	71,777	0
Pig Iron (0%)	2,317	2,313
Total (+700%)	74,093	9,257
<u>Domestic Exports</u>		
Petroleum Products (+84%)	22,498	12,229
<u>Foreign Exports</u>		
Petroleum Products	0	62,232
Total Tonnage (+16%)	430,915	372,670
Vessels (+0%)	36	36

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WWW.PORTOFGREENBAY.COM

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Email: haen_da@co.brown.wi.us
 Fax (920) 492-4957
 Phone (920) 492-4950
 Green Bay, WI 54304
 2561 S. Broadway Street
 Dean Haen, Director
 Brown County Port & Solid Waste Dept.

ADDRESS SERVICE REQUESTED

