



Port N' News

Volume 23, Issue 3

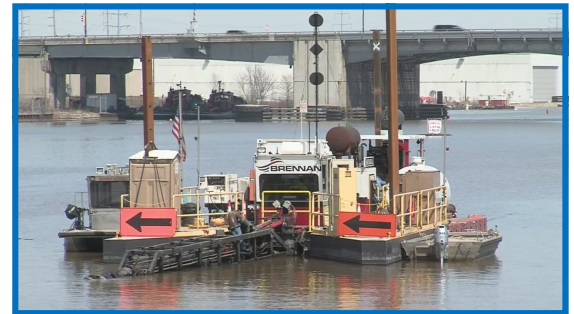
July 2021

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

Beneficial Reuse of Dredged Material

The Green Bay Shipping Channel is dredged annually by the US Army Corps of Engineers (Corps) to maintain the depth of the channel at the required 22 to 26 feet needed for ships entering the Port of Green Bay. The 100,000 to 250,000 cubic yards of material dredged annually requires a site for placement. In the late 1970s, the Port and Corps designed and built Renard Island as an in-water confined dredge material disposal facility. In 1997, with Renard Island at capacity and few other locations available for the dredged sediment, the Wisconsin Department of Natural Resources and Brown County constructed the Bay Port Dredged Material Rehandling Facility as an upland disposal site.

In 2012, the Port of Green Bay began the Cat Island Restoration project to beneficial reuse clean dredge material, reestablish historic existing islands and benefit the environment. This project is a great example of how dredged material can be repurposed for environmental benefits and support the regional economy resulting from the port activities.



Picture Credit; GreenBayPressGazette.com

Dredging is a vital part of shipping in the Port, however, historically funding for dredging has been severely limited. Recently, the Water Resources Development Act of 2020 has included provided new special budgetary treatment for amounts appropriated from the Harbor Maintenance Trust Fund meaning the Great Lakes Ports will now have adequate maintenance dredging funds. Additionally, the FY2022 Federal Budget includes funding for the Army Corps of Engineers to address backlogged dredging, which will assist the Port of Green Bay working towards returning the navigation channel to the Congressionally authorized dimensions. With this increased dredging, placement locations for dredged material will continue to be a challenge without additional beneficial reuse capabilities.

Beneficial reuse of dredged material can be utilized in construction projects and landfill cover, while a long-term goal would be commercially saleable topsoil. Beneficial reuse of dredged material legislation has been a topic of conversation for decades. Recent efforts have the interest of local legislators, this idea may come to fruition. In May, Director Dean Haen contacted local Northeast Wisconsin legislators with a draft bill for the beneficial reuse of dredged material, which is now going through the legislative process of being formally drafted and hopefully adopted in the near future.

Inside this Issue:

- FTZ Opportunities 2
- Harbor Commissioner Spotlight: Bryan Hyska 2
- 4th of July Bridge Closure 3
- Ship Spotlight—Kaye E. Barker 4

Upcoming Events:

- July 12th: Harbor Commission Mtg. Canceled
- August 5th—6th Wisconsin Commercial Ports Association (WCPA) Annual Meeting
- August 9th: Harbor Commission Mtg. TBD

Foreign Trade Zones (FTZ) Opportunities

Created in 1934 through the Foreign-Trade Zones Act, Foreign Trade Zones (FTZ) operates as an international commerce opportunity outside of US Customs within the borders of the United States. The unique trade zones were created to increase the competitiveness of U.S. businesses across the globe and secure American jobs by encouraging investments in the U.S. There are several benefits from utilizing an FTZ; businesses who choose to use an FTZ may take advantage of improved cash flow, cutting back on logistics costs, and avoiding a variety of fees.



FTZ benefits are not just exclusive to large companies, any size importer can take advantage of an FTZ. Additionally, companies may be eligible to receive duty exemption, duty deferral, and duty reduction or inverted tariffs.

In addition to benefitting businesses, FTZs also stimulate local economies by creating jobs, increasing activity around Zones to other local companies, and ensuring that only local businesses will benefit from the FTZ. Currently, the Port of

Green Bay operates FTZ No. 167 that covers locations near Austin Straubel-Green Bay Airport, Wittman Field in Oshkosh and the Oshkosh Southwest Development Park.

To see if your business could benefit from utilizing FTZ No. 167, visit our website at <https://www.portofgreenbay.com/foreign-trade-zone>.

Harbor Commissioner Spotlight: Bryan Hyska

Since 2012, Bryan Hyska has served as a Commissioner and current Vice President for the Port of Green Bay's Harbor Commission and has committed to serving his community. Beyond the Harbor Commission, Mr. Hyska has been involved with several organizations dedicated to bettering the community, such as the finance committee for Foundations Health & Wholeness in Green Bay, an organization that provides mental health, and addiction services. His passion for volunteering in his community has been a lifelong commitment, Mr. Hyska said, "I've been a volunteer my whole life... before we had kids, wherever we were living, I was sitting on boards."

In 2018, Mr. Hyska joined the board and finance committee for Special Olympics Wisconsin, an organization dedicated to assisting Special Olympic athletes through funding for equipment, providing training and necessary health screenings. The Special Olympics are able to provide these services by fundraising efforts and Mr. Hyska has taken the lead on this. The largest fundraiser is the "Polar Plunge" where thousands take the leap into frozen lakes, rivers, and pools to support the Special Olympics mission. Due to the COVID-19 pandemic, in-person "Polar Plunge" events were canceled, so Mr. Hyska and his teammates at Nicolet National Bank stepped up to the challenge of developing creative strategies to raise funds. With his efforts and donations from employees and corporate, Nicolet National Bank was the number one fundraiser for the 2021 Polar Plunge.



Article summarized from The BusinessNewsOnline.com

Green Bay July 4th Bridge Closure

On July 4, 2021 between the hours of 1400 and 2330, the Main Street Bridge at Mile 1.58 and the Walnut Street Bridge at Mile 1.81 over the Fox River will be secured to masted navigation in conjunction with the city’s Fourth of July celebration. Vessels that are able to pass under the bridge without an opening may do so at any time.

Fireworks will begin at 9:45 and will last an estimated 30 minutes. There will be heavy recreational boat activity throughout the evening.



Photo Credit; GreenBayPressGazette.com

Knot Too Shabby: March-May Tonnage

The shipping season is well underway with a steady start. Compared to March and April, May saw a large jump in overall tonnage, specifically in foreign imports. Foreign Imported petroleum products were up 300% in May compared to March and April numbers.

“Every shipping season is different, and you really can’t predict what will happen during the rest of the season based on the first six weeks,” port director Dean Haen said in a news release. “Shipments are booked far in advance, mines and manufacturers are producing commodities and shipping lines are scheduling the logistics. The combination of these factors contributes to tonnage moved through the Port of Green Bay. Demand for commodities is up, prices are up and availability of those commodities are challenged. The port tonnage numbers will go up and we will have a better picture of the shipping season in the months ahead.”

Top commodities include:

- Limestone (174,282MT)
- Cement (93,408MT)
- Salt (65,938MT)

In comparison to this time last year, 2021 has seen 33 ships come into port, whereas 2020 had 36. The most frequent vessel being the SS Alpena from Alpena, MI bringing cement to LafargeHolcim. The Port also saw a new vessel, the MV Argonborg from Brazil carrying wood pulp to KK Logistics.

Across The Great Lakes-St. Lawrence Seaway System, seaway transit is up 3.7% and total cargo is up nearly 4% from the previous year. Port officials for the Port of Green Bay are confident in reaching their goal of 2 million metric tons this shipping season.

CARGO	MARCH-APRIL 2021	MAY 2021
DOMESTIC IMPORTS		
Ash	0	0
Calcium Chloride-Liq. Bulk	0	0
Cement	33,483	59,925
Coal	0	11,548
Fuel Oil	0	0
Gypsum	0	0
Limestone	49,934	98,731
Liquid Asphalt	0	0
Petroleum Coke	0	0
Petroleum Products	12,823	0
Pig Iron	0	0
Slag	0	0
U.S. Salt	0	0
TOTAL DOMESTIC	96,240	170,204
FOREIGN IMPORTS		
Asphalt	0	0
Carbon Anodes	0	0
Cement	0	0
Coal	0	0
Fuel Oil	0	0
Petroleum Products	0	27,611
Heavy Equipment	0	0
Limestone	0	25,617
Marble Chips	6,369	
Pig Iron	0	0
Salt	26,341	39,597
Wood Pulp / Forest Products	0	7,700
TOTAL IMPORTS	32,710	100,525
DOMESTIC EXPORTS		
Ash	0	4,758
Limestone	0	0
Petroleum Products	3,424	2,613
Pig Iron	0	0
Project Cargo	49	0
Sand	0	0
Steel	0	0
TOTAL DOMESTIC EXPORTS	3,473	7,371
FOREIGN EXPORTS		
Petroleum Products	0	0
Tallow	0	0
TOTAL EXPORTS	0	0
GRAND TOTALS	132,423	278,100

Article summarized from WFRV and Fox 11 News

Ship Spotlight— Kaye E. Barker

Built for ore and coal trades, the Kaye E. Barker, formerly named the Edward B. Greene, was built in 1951 for the Cleveland Cliffs Steamship Company. This was the first vessel in the history of the Great Lakes to be built completely in drydock.

As one of eight of the AAA-Korea class boats, the Greene was different from the other ships by having a modified triple deck forward house to provide accommodations for corporate passengers. All of these AAA boats were built 647 feet in length, however in the winter of 1975, Cleveland Cliffs had her lengthened by 120 feet, now making her 767 feet overall. The new length allowed the Greene to increase capacity to 26,750 tons.

Bought by the Rouge Steel Corporation, the Greene was renamed the Benson Ford (III) to supply the Ford Corporation in Detroit, MI. In 1989, the Ford fleet was purchased by the Interlake Steamship Company. Christened on August 2, 1990, the ship was renamed the Kaye E. Barker in honor of Interlake Steamship Co. Chairman, James R. Barker's wife.

Modern upgrades include replacing the old steam turbine with new diesel main engines that produce a combined 8,160 BHP and can ride at speeds up to 17 mph.



Overall dimensions	
Length	767'00"
Beam	70'00"
Depth	36'00"
Capacity (tons)	25,900
Self unloading boom	250'

Check Out Our Website:
www.portofgreenbay.com
 Find us on Twitter @PortofGreenBay

Brown County Port & Resource Recovery Dept.
 Dean Haen, Director
 2561 S. Broadway
 Green Bay, WI 54304
 Phone (920) 492-4950
 Fax (920) 492-4957
 Email: Dean.Haen@browncountywi.gov

Port N' News

