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# Port N' News

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

## Preventing Barriers to OSOW Freight Movement

At times, roadway designs unintentionally create barriers to the movement of large trucks and Oversize-Overweight (OSOW) vehicles. Over the last few years, the [Wisconsin Department of Transportation](#) (DOT) identified key obstacles (vertical and horizontal clearances, bridge and pavement structure strength, seasonal roadway weight restrictions, and roadway infrastructure) that impact the movement of these types of loads.

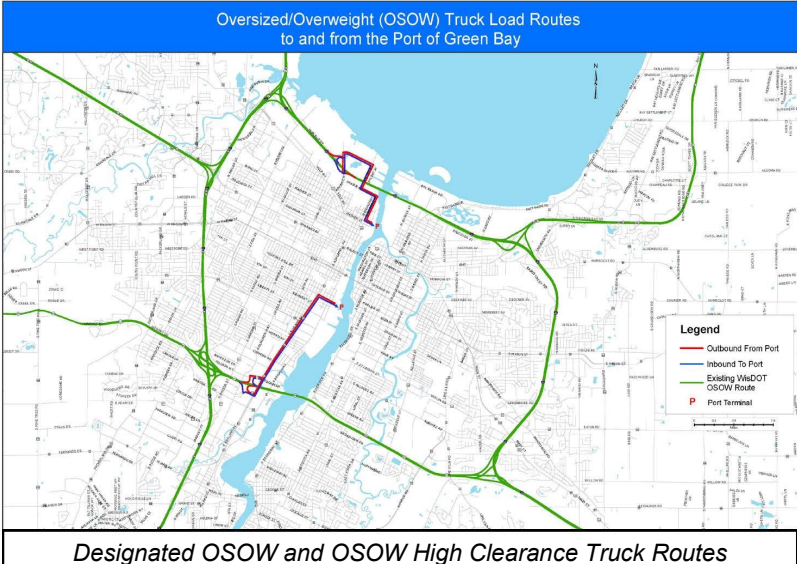
To ensure that OSOW loads can be transported to and from the [Port of Green Bay](#) as development occurs, the Port worked with state, county, and local municipalities to identify and designate truck routes to and from Port terminals.

"Seven criteria were taken into account as we identified the OSOW routes," explained Cole Runge, Principal Planner for the Brown County Planning Department. "A major issue we had to address for high clearance loads was conflict with permanent overhead structures like overpasses, train trestles and skywalks. We also studied highway/street jurisdiction, state designated heavy truck routes, functional classification, pavement width and type, and the structural sufficiency of bridges."

Using these considerations, official OSOW and OSOW High Clearance Truck Routes were established. The maps can be found on the Port's website: [www.portofgreenbay.com/osow-routes/](http://www.portofgreenbay.com/osow-routes/)

**Municipalities should use these maps in the future when reviewing street reconstruction and community development plans/proposals** to avoid creating barriers for OSOW loads and to enhance their usefulness as OSOW routes.

"These new routes will be a real asset to current and future businesses that utilize the Port of Green Bay," explained Dean Haen, Port of Green Bay Director. "The routes minimize disruptions and negative impacts to the public sector, while moving freight that's critical to the economy."



**JULY 2018**

Sun	Mo	Tue	We	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	Harbor Commission Meeting @ 10:30 am 2561 S. Broadway		28	
29	30	31				

**AUGUST 2018**

Sun	Mo	Tue	We	Thu	Fri	Sat
		Harbor Commission Meeting @ 10:30 am 2561 S. Broadway			3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	WI Commercial Ports Association Mtg @ Superior, WI		24	25	
26	27			30	31	

**SEPTEMBER 2018**

Sun	Mo	Tue	We	Th	Fri	Sat
						1
2	3	4	5	6	7	8
9	10	11	Harbor Commission Mtg @ 10:30 am 2561 S. Broadway		15	
16	17	18				22
23	24	25	26	27	28	29
30						

## Monthly Tonnage Report for May 2018

The May 2018 tonnage numbers are in for the [Port of Green Bay](#) and it was a strong month; overall tonnage numbers were up 10 percent over the same period a year ago.

The main contributors to the increase were limestone and petroleum products, along with an increase in project cargo. Domestic limestone imports are up 255 percent over 2017, with domestic petroleum product imports up 433 percent. Domestic exports of petroleum products also increased, up 321 percent over last year. Adding to the overall strong month was domestic exports of project cargo (national or international transportation of large, heavy, high value or critical pieces of equipment); a category that is up 400 percent.

“We’re very pleased with the increase,” said Dean Haen, Port of Green Bay Director. “But, I should add, it was not totally unexpected since the shipping season got off to a slow start earlier this year due to the April blizzard and persistent ice on the bay. With the weather being more cooperative in May, we were able to get back on track and look forward to the rest of the shipping season.”

To keep track of ships coming in and out of the Port, check our website:  
[www.portofgreenbay.com/shipactivity](http://www.portofgreenbay.com/shipactivity)

### A Clearer Picture for Port Webcam

Thanks to the Brown County Public Works Department, the Port’s webcam has been cleaned, refocused and redirected looking northwest toward the mouth of the Fox River and the bay.

Port staff worked with an online viewer and Public Works to verify that the focus was as sharp as possible.

Check out the cleaned and repositioned webcam:  
[www.portofgreenbay.com/webcam](http://www.portofgreenbay.com/webcam)



View of Port of Green Bay’s Webcam

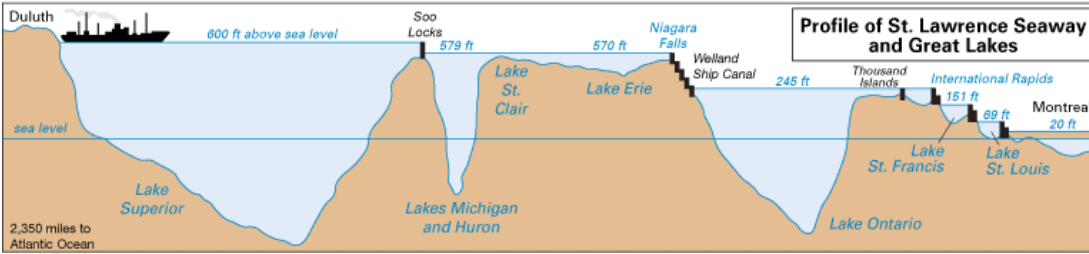
CARGO	MAY 2017	MAY 2018
<b>DOMESTICS Inbound:</b>		
Calcium Chloride - Liquid Bulk		0
Cement	44,234	38,913
Coal	28,836	63,566
Fuel Oil	0	0
Gypsum	0	0
Limestone	20,030	48,063
Liquid Asphalt	0	0
Petroleum Coke	0	0
Petroleum Products	0	0
Pig Iron	0	0
U.S. Salt	0	0
<b>TOTAL DOMESTIC</b>	<b>93,100</b>	<b>150,542</b>
<b>FOREIGN IMPORTS</b>		
Asphalt	0	0
Cement	0	0
Coal	0	0
Fuel Oil	0	0
Petroleum Products	0	16,829
Heavy Equipment	0	0
Limestone	0	20,724
Pig Iron	0	0
Salt	40,488	21,856
Wood Pulp / Forest Products	0	0
<b>TOTAL IMPORTS</b>	<b>40,488</b>	<b>59,409</b>
<b>DOMESTIC EXPORTS</b>		
Ash	0	0
Limestone	0	0
Petroleum Products	1,955	2,166
Pig Iron	0	0
Project Cargo	12	60
Sand	0	0
Steel	0	0
Stone	0	0
<b>TOTAL DOMESTIC EXPORTS</b>	<b>1,967</b>	<b>2,226</b>
<b>FOREIGN EXPORTS</b>		
Petroleum Products	0	14,082
Tallow	0	0
<b>TOTAL EXPORTS</b>	<b>0</b>	<b>14,082</b>
<b>GRAND TOTALS</b>	<b>135,555</b>	<b>226,259</b>
<b>VESSEL COMPARISON</b>		
Lakers	9	16
U.S. International	0	0
Foreign	0	0
Canada	2	2
<b>TOTALS</b>	<b>11</b>	<b>18</b>



## St Lawrence Seaway Marks 60th Navigation Season



The 2018 opening of the locks marks the 60th navigation season for the St. Lawrence Seaway, the “Gateway to the Heart of America,” which extends 2,300 miles from the Atlantic Ocean to the Great Lakes. Beginning in Montreal going west, the Seaway’s 15 lock systems, filled and emptied by gravity, enable ships to climb 582 feet. The sailing and lockage time between Montreal, Canada and Duluth, Minnesota at an average speed of 12 mph (10.4 knots) takes a total of 129 hours (over five days). A ship transiting the Seaway crosses the international boundary 27 times.



Administration of the system is a binational partnership between the United States and Canada.

Every year, more than 160 million metric tons of raw materials, agricultural commodities and manufactured products are moved on the Great Lakes-St. Lawrence Seaway System. Dominant cargoes include iron ore for steel production, coal for power generation, limestone and cement for construction, and grain for both domestic consumption and export. This marine highway supports the activities of more than 100 ports and commercial docks located in each of the eight Great Lakes states, and the provinces of Ontario and Quebec. It is also a crucial transportation network for commerce moving between North America and more than 59 overseas markets. [www.greatlakes-seaway.com](http://www.greatlakes-seaway.com)

## High Water Reduces Leo Frigo Bridge Clearance

After receiving an inquiry from a ship going under the Leo Frigo bridge in 2017, the Port of Green Bay checked with a number of authorities to verify the clearance under the structure and received the following notice from the National Oceanic and Atmospheric Administration (NOAA):

The vertical clearance of the Leo Frigo bridge is currently on NOAA charts as 120-feet for the 402-foot horizontal channel (full channel width). NOAA tables for the Fox River includes a note that 120-foot clearance is provided at center, depending upon fluctuations of the water level.

However, recent drawings indicate vertical clearance is just under 120-feet at the extreme ends of the main span (where piers and bridge deck meet) and just over 120-feet at center. It is not clear at what point(s) from the center the clearance becomes 119-feet.

Therefore, NOAA will update the charts and Coast Pilot to indicate that the minimum vertical clearance for the full width of the main span is 119-feet, with 120-feet at center. The distance navigation lights hanging below low steel is not included in the published vertical clearances of any bridge over a waterway.



Leo Frigo Bridge has 119 Feet Vertical Clearance

Prudent planning and navigation for transit under the Leo Frigo bridge, and any bridge, would include transiting the bridge as close to center as possible. It is ultimately the responsibility of the vessel to determine whether all factors particular to their vessel and time of transit, including vessel air draft and displacement draft, and actual current water level, allows for safe transit of any bridge.

# New Soo Lock Needed to Keep Great Lakes Ships Moving

As the only waterway connection from the lower Great Lakes to Lake Superior, the four parallel locks at Sault Ste. Marie play a critical role in the economy and in national security. Of the four locks, two are closed, and only the Poe Lock is large enough to accommodate the 1,000-foot lakers that transport the iron ore used in domestic steel production. The Poe Lock, rebuilt in 1968, is nearing the end of its 50-year useful lifespan.

A recent U.S. Department of Homeland Security report indicates that a failure or unexpected outage at the Poe Lock in Sault Ste. Marie, could plunge the nation into recession, closing factories and mines, halting auto and appliance production in the U.S. for most of a year and result in the loss of some 11 million jobs across the nation.

Congress authorized construction of a second Poe-sized lock in 1986, and groundbreaking was held in 2009, but the project stalled due to an inaccurate estimate of its benefits, based on the false premise that trucks or railroads could move the cargo stranded by a failure of the lock. An updated benefits estimate should soon enable the project to be funded.

Even if a move to twin the Poe Lock were started immediately, it wouldn't necessarily address the problem, since it would probably take a decade or more to complete.

The US House of Representatives passed legislation on May 24, 2018 urging "the Commander, US Army Corps of Engineers, and all involved executive branch agencies to expedite necessary reviews, analysis and approvals in order to speed the required upgrades at the Soo Locks."



Locks at Sault Ste. Marie

<https://www.lre.usace.army.mil/Missions/Recreation/Soo-Locks-Visitor-Center/Soo-Locks-History/>

Check Out Our Website  
www.portofgreenbay.com  
Find us on Twitter @PortofGreenBay  
Check us out on Facebook, search Port of Green Bay

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