



Port N' News

Volume 21, Issue 4

October 2019

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

August Tonnage

The month of August brought the largest amount of cargo through the Port of Green Bay so far this year. A total of 316,224 tons were moved in August which accounted for an 18% increase in tonnage year-to-date from 2018.

The main contributors to the increase were limestone and petroleum products, as well as an increase in salt.

“In August, we saw big imports of limestone and salt to the area,” explained Port Director Dean Haen. “As we make our way into winter, stockpiles of salt are starting to be built up. In Wisconsin, salt is an important commodity that keeps our roads and drivers safe from ice. We’re likely to continue seeing salt as a major import in the following months.”

Negative contributors to August’s tonnage included a drop in domestic exports of limestone, petroleum products and project cargo, as well as a drop in foreign imports of limestone.

So far this year, 101 vessels have moved through the Port of Green Bay, one more than the same time last year.

Inside this Issue:


August Tonnage	2
WCPA Meeting	2
AGLPA Meeting	3
Decades of Change At the Port	3

Upcoming Events:

Nov 17, Dec 9
Harbor Commission Meetings
10:30 am

Editor:
Samantha Jerome


Contributor:
Mark Walter

YEAR-TO-DATE (YTD) TONNAGE
1,299,927 tons  **up 18%**


AUGUST 2019 TONNAGE
316,224 tons


BIGGEST INCREASES

LIMESTONE DOMESTIC IMPORTS
75% RISE YDT



PETROLEUM PRODUCTS FOREIGN EXPORTS
72% RISE YDT



YEAR-TO-DATE VESSELS
101 

ONE EGYPTIAN SHIP IMPORTED 18,000 TONS OF ROAD SALT IN AUGUST

PREPARED BY THE PORT OF GREEN BAY

Tallships 2019

Thank you to all who came out to this year's Tallships Festival (July 26-28) to make it a success!

The Port's booth was located along the boardwalk where our staff had a great time giving out can covers and drawstring bags as well as putting temporary tattoos on visitors and answering the public's Port-related questions!

Fortunately, the weather cooperated for all three days as it was warm and sunny.

We look forward to seeing you at the next Tallships Festival!



WCPA Meeting

This year's annual Wisconsin Commercial Ports (WCPA) meeting was hosted by the City of Manitowoc on August 15th-16th at the Wisconsin Maritime Museum.

The WCPA Meeting and Conference provides a great opportunity to share, gather and exchange information on current issues and trends in the commercial port industry in Wisconsin and the Great Lakes.

Presentations at this year's event included presentations on:

- Foreign Trade Zones
- Great Lakes Water Levels
- WisDOT Intermodal Report
- Burger Boat Company—Past & Present
- Ports & Public Relations

Attendees also got to tour the SS Badger and the Broadwind Towers facility. Don't forget to mark your calendars to join us next year in Washburn, WI. To see presentations from this year's meeting as well as years past please visit the WCPA website at wcpaports.org/annual-meetings.

ALGPA Meeting

This year the Port of Green Bay was the host to the annual summer meeting of the American Great Lakes Ports Association (AGLPA), and once again the meeting



ALGPA Meeting cont.

provided participants with extensive information on various topics related to shipping on the Great Lakes-St. Lawrence Seaway System.

The two-day event (August 8–9) included numerous presentations relevant to the Great Lakes - Seaway System. Attendees represented port authorities, shippers, various associations/organizations, and federal agencies. As with each AGLPA meeting, it provided an opportunity to reconnect with long-standing stakeholders and meet newcomers to the group.

Decades of Change at the Port of Green Bay

A message from Dean Haen, Port Director



When you've been the longest tenured port director on the Great Lakes as I have, you know that change is inevitable. When I started as the Port of Green Bay Director in 1999, I didn't know what the future held for our port and this industry. Looking back over the past 20 years, I now know that success happens when you work persistently and find ways to be grateful for the changes and turn them into opportunities.

One of the notable changes at the Port of Green Bay in the last 20 years has to do with dredged material. The Port of Green Bay is the third most heavily dredged port on the Great Lakes. We've always known that dredged material management is critically important; but we've changed the way we think about managing it by finding ways to not just remove dredge material but to use it in a beneficial way. As a result, we have completed clean-up of contaminants in the Fox River, opened two new Confined Disposal Facilities (CDF) and closed one CDF. Our Bay Port CDF was built as a beneficial reuse site, and progress has and is being made to repurpose the stored soils that used to be farm fields into productive uses. The Cat Island Restoration Project is using clean dredged material to recreate historic islands in the bay of Green Bay, which provide 272 acres of habitat for shorebirds, waterfowl, amphibians, turtles, invertebrates and furbearing mammals. Renard Island was an old CDF that we were able to successfully cap with clean dredged material, and it is now a 55-acre piece of waterfront property in Green Bay. We are working on creating passive and active recreation on the island for the benefit of our community.

Another situation that changed in these past few years was Northeast Wisconsin's access to petroleum. Prior to 2016, this area was primarily served by a petroleum pipeline from Milwaukee. This pipeline closed indefinitely in 2016, changing the landscape for the region and the Port. The Port of Green Bay stepped in to help US Venture move diesel and gasoline into the market by way of vessel to help keep the consumer price of these products low. The rest of the demand for petroleum products is carried by truck into market. The Ports of Milwaukee and Green Bay are working together to create a virtual pipeline of steady ships (year-round) to supply the region with petroleum products. Keeping the port open during the winter has been a huge change and challenge, re-

Decades of Change at the Port of Green Bay cont.

quiring ice breaking and public outreach efforts. Additionally, Wisconsin ethanol is now being exported outside the seaway to markets on the eastern seaboard.

The last historic change has been the termination of our regional intermodal facility that had been run by the Wisconsin Central Railroad. This change has negatively affected the cost of moving goods to market for our Wisconsin manufacturers, but the opportunity to reestablish an intermodal facility near the Port of Green Bay is closer than ever. An old coal-fired power plant at the mouth of the Fox River is being decommissioned, and it has immediate interstate highway and rail access. Additionally, the property can accommodate two port users; one new or expanded existing terminal operator and one relocated existing terminal operator. The relocated terminal operator would move urban coal piles to a more industrial area. The loss of the power plant changes the landscape in Green Bay, while also creating the holy grail of port property (200+ acres) and growth opportunity.

With each of these changes, we've chosen to see them as opportunities for the Port of Green Bay. With continued persistence and gratitude, we're excited for the changes yet to come.

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: haen_dr@co.brown.wi.us

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