

October 2016

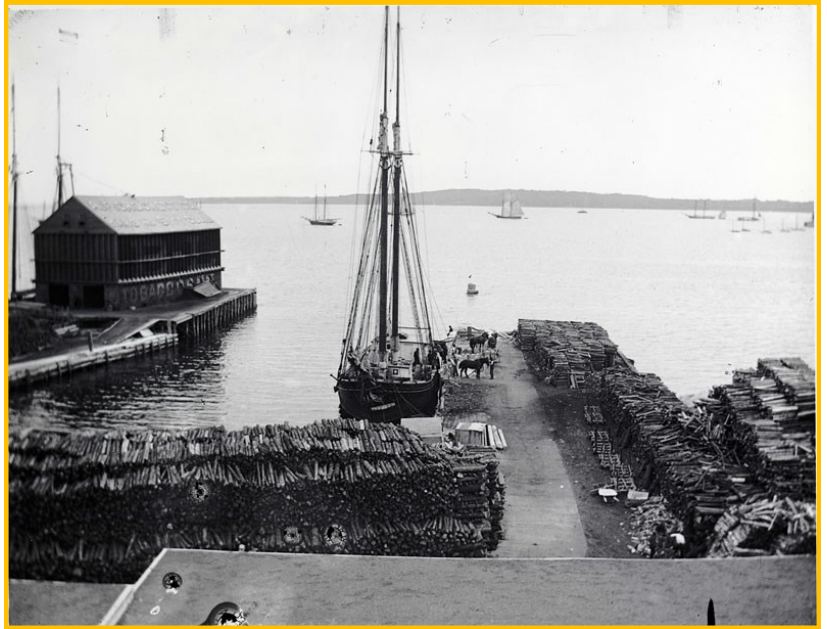
Volume 18, Issue 4

Port'N News

HISTORY OF THE PORT

The Port of Green Bay has been an active port for over 150 years. The cargoes have changed, the terminals have changed, but for generations the Port of Green Bay has been providing the Midwest with valuable resources.

From a newspaper clipping from the Green Bay Press Gazette on Thursday March 28th, 1895;



“Becoming Prominent. Green Bay as a Shipping Point Now Recognized With Chicago and Milwaukee—First Time This Has Ever Been Done

As a port of shipment Green Bay is now being placed by transportation companies on a par with Chicago and Milwaukee. The annual notice sent out by the Chicago & Northwestern Railway company to its agents instructing them that freight for shipment at lake ports may now be received, contains this spring for the first time the Port of Green Bay in addition to Chicago and Milwaukee, heretofore only the two latter having been mentioned.

Such things as these show the importance that is being attained by Green Bay in the world of commerce.”

Back in the late 1800s the cargo that was exported through the Port of Green Bay was vastly different from what it is today. As you can imagine, the need for some of these products has declined over the years. Historically, products moved through the Port included; flour, lumber, shingles, fish, spokes, pearl ashes, leather, rags, maple sugar, furs, slippery elm bark,

grass seed and paper. Today the port exports cargo such as; petroleum products, project cargo and ash; and imports cement, coal, limestone, petroleum products and salt.

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NEW
Advertisements,
APRIL 16, 1850.

FOR GREEN BAY.
THE staunch and new Propeller A. ROSSITTER, Capt. JAS. FLOOD, will leave this port for Green Bay and intermediate ports on Friday morning, April 19, at 10 A. M. For freight or passage apply on board or to
B. HUMPHREY, Agent,
At R. R. Depot.

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STATE CAPITOL DAY

A delegation of Great Lakes-St. Lawrence Seaway maritime industry leaders held day-long meetings on September 28th with Wisconsin state political leadership.

Briefings covered the economic impacts of Great Lakes Seaway shipping to Wisconsin's economy – 8,800 jobs and \$1.4 billion in business revenue, as well as the investments being made within the navigation system by both public and private entities, and the maritime trade opportunities that are essential not only to the state, but to the region, nation and to the world.

State agency leaders from Transportation, Economic Development, and Administration participated in a roundtable discussion with industry CEOs. Topics ranged from the importance of the Soo Locks and ballast water management, to harbor dredging and the Harbor Assistance Program, as well as the potential impact of marine sanctuaries.

A meeting with Lt. Governor Rebecca Kleefisch provided another opportunity for industry leaders to reinforce key messages about Great Lakes Seaway shipping and its importance to the state. Each member addressed the relevance of the Great Lakes Seaway System to their business or organization. Mark Barker, President of The Interlake Steamship Company, said, "These meetings have brought the different segments of the maritime industries together as one group to reinforce the important part that the marine transportation mode plays in the Great Lakes and St. Lawrence Seaway. We stressed the need to continue to view the navigation system as one entity that provides significant economic value for the bi-national region."

At the conclusion of that meeting, Dean Haen, President of the Wisconsin Ports Association presented a plaque to the Lt. Governor. "It is a pleasure to be here today to recognize the importance of the Harbor Assistance Program and to thank the state leadership for its support. This program plays a key role in enhancing port and shipyard infrastructure which keeps cargo moving to customers throughout the region and internationally."

The day closed with a meeting with select legislators from around Wisconsin to discuss the local impact of the Great Lakes shipping industry to the state's economic bottom line in terms of jobs and revenue. Paul Pathy, President & CEO of Fednav Limited, commented that, "The access today to key decision makers has been important to Fednav as we continue to make significant investments in new ships built specifically for the Great Lakes. These ships also include outstanding environmental characteristics which are fundamental



to our company's ongoing environmental commitment. In addition to the new ships, we have made substantial investments in equipment at our terminal facilities in the state to ensure the safe and efficient handling of cargo for our customers."

SEPTEMBER TONNAGE INCREASES

| Cargo (% Change) | Sept. 2015 | Sept. 2016 |
|--|----------------|----------------|
| <u>Domestic Imports</u> | | |
| Cement (-15%) | 52,811 | 44,958 |
| Coal (+13.3%) | 48,194 | 55,571 |
| Limestone (+11.9%) | 74,039 | 84,047 |
| Petroleum Product (+100%) | 0 | 28,355 |
| Total Domestic Imports (+17.8) | 175,044 | 212,930 |
| <u>Foreign Imports</u> | | |
| Limestone (+100%) | 0 | 22,290 |
| Salt (-59.6%) | 39,131 | 15,808 |
| Total Foreign Imports (-2.6%) | 39,131 | 38,098 |
| <u>Domestic Exports</u> | | |
| Ash (+100%) | 0 | 5,214 |
| Petroleum Products (-78.8%) | 19,619 | 4,233 |
| Project Cargo (-11.1%) | 27 | 24 |
| Total Domestic Exports (-51.8%) | 19,646 | 9,471 |
| <u>Foreign Exports</u> | | |
| Petroleum Products (-13.7%) | 9,085 | 7,838 |
| Total Foreign Exports (-13.7%) | 9,085 | 7,838 |

Tonnage is looking up! The 2016 shipping season started slower than in the past few years but it has been catching up approaching our 2015 tonnage numbers. An increase in domestic imports can be directly attributed to the petroleum pipeline shutdown running from Milwaukee to Green Bay. This shutdown has also been seen in a decrease in domestic exports. The Port plays a vital role in Northeastern Wisconsin receiving petroleum products.

The Port of Green Bay may stay open throughout the winter to aid in transporting petroleum products.



JUST FIX IT—SHARE YOUR TRANSPORTATION STORY

The Transportation Development Association’s (TDA) *Just Fix It* campaign has been all about stories. The Wisconsin Counties Association and TDA have provided a platform for people to share their thoughts, concerns, recommendations, stories, and even pictures about transportation challenges faced every day. So far, they have received many of these from people across the state. More information can be found at www.turnoutfortransportation.com. For instructions on the story-sharing platform use the following link : <https://www.justfixitwi.com/wp-content/uploads/2016/09/Story-instructions.pdf>

CALENDAR OF EVENTS

Governor Freight Summit

October 13, 2016

Rothschild, WI

County Board Budget Meeting

November 2, 2016

100 N. Jefferson St, Green Bay @ 9:00 am



HARBOR COMMISSION MEETING

November 14, 2016

Resource Recovery Facility @ 10:30 am

HARBOR COMMISSION MEETING

December 12, 2016

Resource Recovery Facility @ 10:30 am

TALL SHIPS FESTIVAL A SUCCESS

The Tall Ships Festival that took place this summer from August 5th to 7th was a great success.

An estimated 60,000 people attended the event; this is a 20% increase from the 2013 Tall Ships Festival. Of these 60,000 people who attended, 70% came from 20 or more miles away. The average distance traveled was about 74 miles.

With the additional events, Tundraland Fireworks, Nashville Pipeline, Prevea Family Day, and the World's Largest Rubber Duck, the event's coordinator, PMI Entertainment, was able to market the Tall Ships Festival as an event for the whole family.

The Port of Green Bay was very excited to see these ships back in Green Bay and looks forward to the next time the Port can host these magnificent ships.

The Port would like to extend a big "Thank You" to PMI Entertainment for bringing this festival to the Port of Green Bay once again!



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ADDRESS SERVICE REQUESTED

