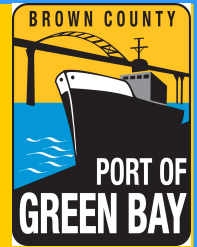


OCTOBER 2014

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

# Port' N News



## WESTERN ISLAND OF CAT ISLAND CHAIN NAMED AFTER NEIL MCKLOSKEY

(Green Bay, WI) - County Executive, Troy Streckenbach, brought forth a resolution August 20th, 2014 at the County Board Meeting, approved unanimously, recommending the naming of the westernmost island of the Cat Island Chain after Neil McKloskey. Mr. McKloskey has served as a Harbor Commissioner for the past 26 years. The Harbor Commission today represents the interest of 15 port businesses with \$819M in capital, \$715M in operating budgets employing more than 4,000 people. The recent construction of the \$18M Cat Island Chain restoration project now provides 30 years' worth of placement capacity and has protected more than 1,400 acres of wetland habitat for fish and bird species.



Harbor Commissioners and Staff. (L-R) Mark Walter, John Hanitz, Dean Haen, Craig Dickman, Bryan Hyska, Hank Wallace, Tom Klimek, Bernie Erickson. (Front) Neil McKloskey. (Not pictured Ron Antonneau and Greg Flisram)

Mr. McKloskey was appointed to the Brown County Harbor Commission in 1989 and was elected to the position of President of the Commission in 1998, a position he has held until June of 2014. After 26 years of service, Neil McKloskey resigned from the Harbor Commission in July 2014. County Executive Streckenbach stated, *"It is with respect and gratitude that one of the Cat Islands be named after Mr. McKloskey. His passion, dedication and service to the Harbor Commission have been instrumental in providing facilities and infrastructure to move commodities and goods around the nation. This results to an \$83M economic impact in Brown County."*

Highlights of Mr. McKloskey's 26 years with the Harbor Commission include:

- Port & Resource Recovery Department ("Port") became a self-sufficient Enterprise Fund.
- The Port constructed more than \$45M in projects successfully, including 9 dock walls; non-federal funded dredging projects, facility construction and port security.

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- Sought and received \$9.2M for future funding that includes a 55 acre island for future recreation opportunities.
- Obtained granting rights for \$27M Project Partnership Agreement between Brown County and the U.S. Army Corps of Engineers established for tipping fees for the placement of federal dredge materials for 20 years.
- Secured more than \$25M in State and Federal Grants for infrastructure and security infrastructure.

Dean Haen, Director, of the Port & Resource Recovery Department for Brown County added, "Mr. McKloskey and I have worked together for 15 years. I have the utmost respect for him and his leadership style. I appreciated Neil's passion for seeing the Port grow. That was always represented through his actions as President including his willingness to attend meetings and write letters to stakeholders, elected officials and regulators to put plans into actions."

## 2014 WCPA ANNUAL MEETING

(Green Bay, WI) - On August 21st and 22nd, 2014 the Port of Green Bay hosted the annual Wisconsin Commercial Ports Association (WCPA) at the Neville Public Museum. Wisconsin has 29 commercial ports and throughout the year, these ports handle more than 30 million tons of cargo which generates 10,000 jobs and more than \$2.4 billion in economic activity. The WCPA meeting brought together members of the marine industry and local officials to discuss the value of Great Lakes shipping to the community and the state of Wisconsin. The audience of just under one hundred included local, state and federal officials, as well as marine shipping executives, terminal operators and customers.



Governor Scott Walker speaking at the 2014 WCPA meeting. L-R Dean Haen (Port of Green Bay), U.S. Senator Tammy Baldwin (D-WI), Dr. Richard Stewart (GLMRI). Photo take by Dennis Rosloniec.

Thursday's meeting opened with a welcome address by Secretary Mark Gottlieb (Wisconsin Department of Transportation), Wisconsin Governor Scott Walker and U.S. Senator Tammy Baldwin. A Ports Strategic Development Working Session led by Ernie Perry, Ben Zietlow and Aaron Jermier of National Center for Freight and Infrastructure Research & Education (CFIRE) out of University of Wisconsin. Dr. Richard Stewart, Great Lakes Maritime Research Institute (GLMRI), shared state efforts and best practices.

Presentations on Friday included an overview of the Water Resources Reform Development Act of 2014 (WRRDA) by Mark Rahmlow, Field Representative with the Office of Congressman Reid Ribble, a Public Awareness Campaign by

Susan Finco and Kristen Paquet, Leonard & Finco and Cat Island/Renard Island by Mark Walter, Brown County Port & Resource Recovery. The Port of Green Bay was also awarded the Saint Lawrence Seaway Development Corporation's Robert J. Lewis 2013 Pacesetter Award.



Governor Scott Walker presenting proclamation that the week of August 18-24, 2014 as Ports Week

Notably, Governor Scott Walker emphasized the importance of shipping ports, transportation and the economic impact within the state. Governor Walker also presented a proclamation declaring the week of August 18—24, 2014 as Ports Week for 2014. U.S. Senator Tammy Baldwin also spoke about the importance of keeping the Great Lakes healthy by assisting in passing the Great Lakes Restoration Initiative. She also noted that she had helped push the Water Resources Reform and Development Act through Congress this past spring.

## CALENDAR OF EVENTS

### HARBOR COMMISSION

**October 13, 2014**

Resource Recovery Facility @ 11:30 am

### HARBOR COMMISSION

**November 10, 2014**

Resource Recovery Facility @ 11:30 am

### COUNTY BOARD BUDGET MEETING

**November 6, 2014**

305 E. Walnut Green Bay, WI @ 7:00 am

### HARBOR COMMISSION

**December 8, 2014**

Resource Recovery Facility @ 11:30 am



## FISHING PIER CONSIDERED FOR MOUTH OF FOX RIVER

By: Jeff Alexander, WBAY



Removal of old dredging pipe on the mouth of the Fox River

**(Green Bay, WI)** – The mouth of the Fox River could be the site for a new fishing pier. The only hold-up is finding someone to spearhead the project and raise the funds. After not being used since the 1980s, the Army Corps of Engineers decided it was time to remove the old dredging pipeline at the mouth of the Fox River. Port Director Dean Haen though, had an idea. "I asked them, why don't you give the community a year to figure out if there's any value to that structure in any other application, I don't know what that all might be but it is infrastructure that's sitting there that's already been bought and paid for, seems like we ought to at least do

some due diligence to see if you want it removed or not," says Haen, adding that a fishing pier is the most likely and logical option. He says a Chamber of Commerce leadership group estimates the cost between \$200,000 and \$500,000, with some of that money potentially coming from grants. "All grants require a match and so where's that match coming from, maybe it's a local donor to make it happen," says Haen. "I would use it, I've seen people fish in this area quite a bit, so I think a pier here would be a great addition," says fisherman David John from Green Bay. While local anglers are behind the concept, Haen says some local government entity must be willing to receive transfer of ownership from the Army Corps of Engineers at no cost, but then raise the money to fund the pier. And there's no guarantee that will happen. "It kind of falls through the cracks, there really isn't a champion, it doesn't land in anyone's wheelhouse to be an authority on it and invest time and energy," says Haen. Haen says the Army Corps of Engineers set a deadline of next summer for someone to take ownership of the structure. If not, it will be removed.

## HISTORIC GREEN BAY RAILROAD BRIDGE FACES DEMOLITION

By: Scott Cooper Williams, Green Bay Press-Gazette

**(Green Bay, WI)** - A highly visible link to Green Bay's industrial past is giving way to a modern need for smoother cargo traffic on the Fox River. An old railroad bridge at Porlier Street — known for its swivel action — has been tabbed for demolition later this year. Some history buffs lament the loss of the estimated 100-year-old bridge because of its connection to a bygone era. But federal officials have ordered its removal, saying it has become a needless obstruction and sometimes even has been struck by boats moving up and down the river. "It's no longer an allowable impediment," said Scot Striffler, a bridge program manager for the U.S. Coast Guard. The Coast Guard, which has authority over all bridges on the Fox River, has directed railroad and state officials to dismantle the bridge and its underwater support structure. The swing bridge, which swivels in the center to allow boats to pass, has not been used since approximately the 1990s to carry railroad traffic east or west across the river. Don Kraft, a member of the Brown County Historical Society, said his organization has posted the bridge on a "watch list" of historic structures that could be in danger of demolition. The rotating bridge, Kraft said, harkens back to a time when Green Bay industry depended on a combination of boats and trains to keep business operating in the area. But he acknowledged that the bridge has been idle for years, and he noted that there are similar structures still standing elsewhere along the Fox River. "It's hard to justify trying to save something like that if you can't find an alternative use for it," he said. Green Bay city officials in 2008 discussed transforming the bridge into a recreational trail, but they decided against it because of the cost. The state in 2000 acquired approximately half of the bridge — including the center swivel apparatus — when the state developed the Fox River Trail along the east side of the river. The west side of the bridge is still owned by Canadian National Railway Co. Demolition talks started about five years ago, but were put on hold until recently because of ongoing contamination cleanup work on the river. State officials this summer allocated \$1.2 million for their portion of the demolition, while Canadian National already has started work on its part. Stephanie Marquis, spokeswoman for the state Department of Administration, said state officials are in discussions about how to move forward with the bridge removal. Work is expected to be completed later this year, she said. Kraft said historic preservation advocates would like to see the structure preserved so that future generations could see it and learn from it. But that seems unlikely, he said, if it has become an obstruction on the river. "It's been there forever," he added. "But that's not a very strong argument for trying to keep it there."



Workers remove pilings on Monday, September 14, 2014 while tearing down the Porlier Street railroad bridge over the Fox River in Green Bay (Photo: H. Marc Larson/Press-Gazette Media/@HMarcLarson)



# NEW PORT TERMINAL OPERATOR IN THE PORT OF GREEN BAY

## ACE MARINE LLC

**(Green Bay, WI)** – The Port of Green Bay is the western-most port of Lake Michigan offering a direct route for shipping raw goods and materials using the most cost effective and sustainable method of transportation available. There are 18 private terminal operators located along three miles of the Fox River. These businesses move more than two million tons of cargo on more than 200 ships each year. The Port of Green Bay is a vital part of our local economy, our history and our lives. It plays an important role in the transportation of goods and commodities that are critical to the economic health of the region. Opportunities for growth, whether using an existing port facility or developing a new property, make the port an attractive option for businesses.

ACE Marine LLC is the Port of Green Bay's newest terminal operator. ACE Marine, located in Green Bay, Wisconsin, is a state-of-the-art, climate-controlled aluminum construction facility. Purposefully designed for assembly line manufacturing of aluminum vessels, the facility uses innovative modular construction techniques and component manufacturing. Efficiencies in production are achieved by allowing modules to be pre-outfitted to a very high degree while internal compartments are still very accessible.

The contract for the United States Coast Guard's Response Boat-Medium is held by ACE affiliate Marinette Marine Corporation, and the vessels are constructed at ACE Marine.



ACE Marine Terminal in the Port of Green Bay

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