

APRIL 2011

Port'N News

GREEN BAY'S FEDERAL BUDGET SITUATION

The President's recently released FY2010 budget shows a Great Lakes budget decrease of approximately \$10 million for the US Army Corps of Engineers. The request dropped from \$90.6 million in FY2011 to a request of \$80 million for this year. This funding typically deals with Great Lakes harbor dredging, dredged material disposal and breakwater maintenance. For FY2012, the President's budget includes funds to perform "primary dredging" at each port. Fortunately, Green Bay has been budgeted \$3 million to address dredging needs.

Other items of priority to the Port such as construction of the Cat Island Chain Restoration Project, closure of Renard Island or backlog dredging were not funded. Unlike previous years, both the House and Senate have adopted an earmark moratorium, which means our federal elected officials have no ability to increase funding for this regulatory or economic development project. So the question remains: how will these projects be completed? The Port administration has decided that the final steps in the closure of Renard Island are the highest priority. Brown County has traveled in-state and to Washington D.C. determined to figure out a way to get this project finished.



To date, the County has invested \$300,000 in research, testing and permitting an appropriate closure plan for Renard Island. In 2010, the Corps invested \$2.7M to build a causeway to access the island for closure purposes. Brown County also received a \$2M Great Lakes Restoration Initiative grant in 2010 to perform a portion of the closure requirements that were the responsibility of the Corps. Based on Brown County's work, the remaining closure costs are estimated to be \$3 million.

Green Bay port projects (and port projects nationwide) are conducted by the Corps. The Corps is the only federal agency that does not have budgeted line items for staff salary and fringe benefits; the costs are paid through appropriated project funding. With a moratorium on earmarking, this Congress will approve a budget for the Corps and the Corps will then have the discretion to parcel out money as they see fit. This, I believe, will significantly lessen local officials' ability to lobby federal lawmakers to save their projects and has made us more reliant on executive branch judgments. Port public works projects have been unfairly lumped into more controversial earmarks that draw public ire. Port officials and lawmakers need to figure out how current port projects will get funding in the future. Until then, we have identified two ways to accomplish the final closure of Renard Island.

The FY11 budget has \$300M in Great Lakes Restoration Initiative (GLRI) funds. A portion (approximately \$34M) of the \$300M will be given directly to the Great Lakes and Ohio River Division of the Corps responsible for the Great Lakes Corps Districts. The President has directed the Corps to implement the removal and remediation of contaminated sediments in and outside of the Great Lakes Areas of Concern. Lower Green Bay is a Great Lakes Area of Concern (AOC) and environmental capping of Renard Island will contribute to the delisting of the AOC. Brown County would like to see our lawmakers designate \$3M of the Corps-allocated GLRI funds for the closure of Renard Island, fulfilling the federal responsibility within the required WDNR closure date. Renard Island is a sensitive community subject that needs to be addressed. Upon closure, the 54-acre island becomes the responsibility of Brown County and we are hopeful that the island will provide human use and wildlife opportunities.

In addition, Brown County will be submitting a \$3M GLRI grant request in April to U.S. Environmental Protection Agency (EPA) for GLRI money. This is a competitive grant process that we were successful in securing in 2010. Brown County is asking our federal legislators to write letters of support. Hopefully, a way to complete the closure of Renard Island can be found. Stay tuned.....

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RENARD ISLAND CLOSURE PROJECT PROGRESS

On January 10th, the U.S. Army Corps of Engineers (Corps) completed construction of an 800-foot causeway between Renard Island and the mainland. The completion of the causeway allowed Brown County to begin \$2 million worth of closure activities upon the island.

Brown County successfully applied for U.S. Environmental Protection Agency, Great Lakes Restoration Initiative (GLRI) grant dollars to assist and expedite the Corps requirement for closing the island in a manner that is protective of human health and the environment. The goal is to close the island using clean dredged materials that will provide a protective barrier on the island.

In October 2010, Brown County awarded a construction bid to Peters Concrete for placement of 234,000 cy of previously dredged outer harbor sediments from the upland Bay Port disposal facility. The engineering and abandonment work was performed by Foth Companies. Over the winter, the island was brushed, graded and 168,000 cy of sediments were placed under the final cover system on Renard Island. In addition, monitoring wells at Renard Island were extended and others abandoned. Bay Port Cell 2 was emptied and the underdrain system was reconstructed.



Due to a late start and an early March warm up the remaining 66,000 cy of sediments will be placed on the island in July and August under hot and dry conditions.

NATIONAL PORTS DAY MEETING

The U.S. Department of Transportation is hosting the second annual National Port Summit in Chicago on Thursday, April 21st. In attendance will be USDOT Secretary Ray LaHood, Jo-Ellen Darcy, Assistant Secretary of the Army for Civil Works, US Army Corps of Engineers and Mr. David Matsuda, Administrator of the USDOT Maritime Administration. This is the first time the event is being held in the Great Lakes region.



CALENDAR OF EVENTS

HARBOR COMMISSION

May 9, 2011

Holiday Inn-City Centre @ 11:30am



PORT SYMPOSIUM

Monday, April 18

Green Bay Yacht Club

2011 PORT SYMPOSIUM

The Brown County Port & Solid Waste Department will hold the 2011 Port of Green Bay Symposium on Monday, April 18, 2011, at the Green Bay Yacht Club. The meeting will be from 10:00am until 1:00pm and provide information on issues concerning the Port of Green Bay and the Great Lakes.

This Symposium is the annual industry gathering and is an excellent educational and networking opportunity for our local industry. This year's event is expected to draw 100 people in attendance. Our guest speakers include Congressman Reid Ribble; County Executive Troy Streckenbach; Dr. Ray Hutchison, UW-Green Bay; Harbor Commission President Neil McKloskey; Port Manager. Dean Haen and Chris Lamirande, US Venture.

The Port Symposium is a great opportunity for terminal operators, federal, state and local agencies, elected officials, harbor commissioners and others interested in the Port of Green Bay to meet and discuss current issues. If you have not registered, please contact Dean Haen at haen_dr@co.brown.wi.us.



APRIL 18th **Symposium**

MARK YOUR CALENDARS NOW FOR THE
2011 PORT OF GREEN BAY SYMPOSIUM
 GREEN BAY YACHT CLUB
 10 AM UNTIL 1:00 PM

DON'T MISS THIS GREAT OPPORTUNITY TO MEET & EXCHANGE
 INFORMATION ON ISSUES CONCERNING THE PORT INDUSTRY!

A complimentary lunch will be served.

To RSVP:
 Email: haen_dr@co.brown.wi.us
 Phone: (920) 492.4961

BROWN COUNTY
PORT OF GREEN BAY

FEDERAL POLICY POSITION ON SOLVING THE DREDGING CRISIS

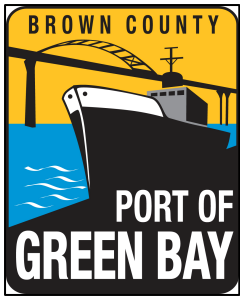
Years of inadequate funding for dredging ports and waterways have left an estimated 15.5 million cubic yards of sediment clogging the Great Lakes navigation system. This total is expected to grow to 21 million by 2015.

The impacts of the dredging crisis are felt every day throughout America. The Lake Carrier's Association members estimate that three of every four cargos they carry are below capacity each year. The amount of cargo left behind varies with the size of each vessel. When low water levels have amplified the lack of dredging, the largest vessels have forfeited as much as 32,000 tons or 17 percent of their per-trip carrying capacity. Those "lightloads" not only shortchange American industry, they deny vessel operators the ability to offer customers the most competitive freight rate.



The dredging crisis is man-made. The Harbor Maintenance Trust Fund (HMTF), the repository for a federal tax levied on waterborne commerce specifically to pay for dredging, has a surplus of \$5.65 billion and it is growing. Why? Because the HMTF collects about \$1.6 billion per year, but spends less than \$800 million.

Two bills requiring the HMTF to spend as much as it takes to complete dredging work have been introduced in the 112th Congress: H.R. 104 and S. 412. If provided adequate funding—approximately \$200 million—the Army Corps of Engineers can restore the Great Lakes navigation system to project dimensions and allow waterborne commerce to achieve the efficiencies the American economy needs to fully rebound from the recession.



ADDRESS SERVICE REQUESTED

Brown County Port & Solid Waste Dept.
 Dean Haen, Port Manager
 2561 South Broadway Street
 Green Bay, WI 54304

Phone: 920-492-4953
 Fax: 920-492-4957
 Email: haen_dr@co.brown.wi.us

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2011 SHIPPING SEASON BEGINS

The first ship of the 2011 shipping season arrived in the [Port of Green Bay](#) Saturday, April 2, 2011. The *Algo-sea* arrived at 3:00 p.m. at the US Venture terminal carrying diesel. The ship flies the Canadian flag and is owned by Algoma Central out of Sault Ste. Marie, Ontario.

The First Ship Contest sponsored by the Port of Green Bay and hosted by the Greater Green Bay Convention and Visitors Bureau was won by **Sarah Gomoulch** of Hobart, WI. Gomoulch guessed April 2, 2011 at 3:35 p.m. This was the closest to the *Algo-sea's* actual arrival time of 3:00 p.m. Gomoulch will receive a prize package that includes a round trip gift certificate for two (2) people (including vehicle) on the Washington Island Ferry and an official USS Green Bay LPD 20 baseball cap.

Overall dimensions	
Length	730'
Beam	75'10"
Depth	50'
Capacity	37,800 (tons)

The Port of Green Bay expects the arrival of more than 200 vessels during the 2011 shipping season. The *Green Bay Press-Gazette* "port of call" feature will highlight each ship's arrival and include information on the ship's size, cargo, arrival date and flag.

The public is encouraged to view the ships from the Fox River Trail, the Green Bay Metropolitan Boat Launch or from the port's web cam on its website (www.portofgreenbay.com). Port security requirements do not allow public access on any port property. For more information on the Port of Green Bay and expected ship arrivals, please visit the port's website at www.portofgreenbay.com.

