

PORT AND SOLID WASTE DEPARTMENT

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*** * * FOR IMMEDIATE RELEASE * * ***

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Port of Green Bay's 2005 Economic Impact

On behalf of the Brown County Port and Solid Waste Department, Harbor Commission President, Neil McKloskey announced that Bay-Lake Regional Planning Commission has completed an Economic Impact Study on the Port of Green Bay for 2005. The economic impacts contained in this report were generated through the application of the U.S. Department of Transportation's Maritime Administration's *MARAD Port Economic Impact Kit* developed by Rutgers University. The MARAD Kit estimates the economic value of port activities in terms of jobs, income and taxes generated. The information is a valuable tool in educating public officials and the general public of the value of the Port of Green Bay.

The study determined the Port of Green Bay had an \$80 million total impact on the Greater Green Bay Area resulting in over 671 jobs. The study also determined the Port of Green Bay had an impact of over \$25 million in income, \$2.6 million in state taxes, \$2.2 million in local taxes and provided an estimated \$42 million in gross regional product. Total economic impact of the Port of Green Bay on the greater Green Bay area has increased 57% since 2000.

<u>Year</u>	<u>Economic Impact</u>
2000	\$51 Million
2001	\$60 Million
2002	\$57 Million
2003	\$70 Million
2004	\$70 Million
2005	\$80 Million

Annual tonnage received in 2005 was 2.5 million metric tons of which 81% was domestic in-bounds, 19% was foreign imports and less than 1% was domestic exports. Annual tonnage for 2005 was 14% higher than 2004 and the 2004 season was 16% higher than 2003. Since 2000 the Port of Green Bay's tonnage is up an astounding 50%.

<u>Year</u>	<u>Tonnage</u>	<u>% change</u>
2000	1,671,274	
2001	1,962,157	+17%
2002	1,866,867	- 5%
2003	1,943,649	+ 4%
2004	2,216,243	+16%
2005	2,526,648	+14%

Total tonnage shipped in 2005 was the highest since 1979. Total tonnage shipped in 2004 and 2005 resulted in the highest consecutive tonnage years since the early 1970s. The increase in tonnage is directly attributable to the health of our local manufacturing as well as the construction economy and its demand for raw materials such as coal, limestone, cement, salt and forest products.

Tonnage consisted of coal (46%), limestone (23%), cement (13%), salt (12%), forest products (2%), pig iron (2%), liquid bulk (1%), and fuel oil (<1%). The Port of Green Bay has 13 active terminal operators involved in shipping commodities.