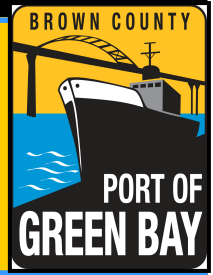


**JANUARY 2011**

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

# ***Port'N News***



## **WISCONSIN PROPOSES TO AMEND UNWORKABLE BALLAST WATER RULES**

Steve Fisher, AGLP Executive Director



In 2008, most Great Lakes states put in place ballast water regulations. In some states, such as Indiana and Ohio, the rules simply mirrored the international requirements established in 2004 by the International Maritime Organization (IMO), an agency of the United Nations. In these locations, the regulations are harmonized with global requirements and are not expected to impede commerce.

Wisconsin, however, had put in place a requirement that ocean-going vessel operators install ballast water treatment systems to achieve a ballast water quality standard 100 times more stringent than the IMO standard. The requirements become effective in 2012 for *new* ocean-going vessels and January 1, 2014 for *existing* ocean-going vessels. These requirements are unworkable since no such treatment technology exists anywhere in the world.

The shipping industry had objected to Wisconsin's proposed water quality standard, insisting it was unachievable with current technology. After considerable dialogue with the industry, including Wisconsin ports, the Wisconsin Department of Natural Resources (DNR) agreed to conduct a year-long feasibility study of available ballast water treatment technology to be completed by the end of 2010. If the study demonstrated that treatment system technology was unavailable, the DNR would modify the regulations.

The Wisconsin DNR released the findings of their study and proposed a modified regulatory requirement.

The following determinations were made:

- No existing ballast water treatment system can comply with Wisconsin's original "100 x IMO" requirement.
- No treatment systems are commercially available to meet Wisconsin's original "100 x IMO" requirement.
- It is not yet feasible to install treatment system technology on vessels at this time.
- The state's compliance deadline (2014) is workable.

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Vessel operators should be able to install IMO compliant technology by that date for existing ocean-going vessels. There will be a public comment period on the proposed change until January 26, 2011.

Currently, New York state is facing the same unrealistic regulations as Wisconsin. "The Port of Green Bay is hopeful that Wisconsin's decision will help convince New York to modify their unworkable rules," said Dean Haen, Port Manager. "No one wants to see commerce stopped along the Great Lakes."

The shipping industry is also waiting on the U.S. Coast Guard to finalize their national ballast water regulations, which are expected during the spring of 2011. We look forward to continued dialogue with the Wisconsin DNR as we move toward a workable, long-term solution," Haen stated.

## RENARD ISLAND CLOSURE BEGINS

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 will allow Brown County to begin \$2M 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 released a construction bid for placement of previously dredged outer harbor sediments from the upland Bay Port disposal facility. These sediments will be placed under the final cover system on Renard Island. The sediments will allow proper drainage and provide a greater barrier between the final cover and existing island soil.



The project includes five components:

- 1) Brushing, grubbing and preparatory grading of Renard Island;
- 2) Excavating and transporting of 232,000 cubic yards of sediments from the Bay Port Dredge Material Rehandling Facility;
- 3) Placement and grading of sediments on Renard Island as part of closure;
- 4) Reconstruction of a Cell 2 drainage system at the excavated Bay Port site;
- 5) Proper abandonment of old monitoring wells.

The bid was awarded to Peters Concrete and the engineering and abandonment work will be done by Foth Companies. The work began on January 12, 2011 and is expected to be completed in the Spring.

Renard Island was constructed in 1978 and used by the Corps to deposit contaminated sediments when dredging the navigational channel of Green Bay. Use of the island for storing dredged materials stopped in 1997. "The funding from the GLRI grant will assist the County in properly closing the island while maintaining its structural integrity," stated Dean Haen, port manager. "This will allow the opportunity for the island to be used for recreational purposes in the future as well as the potential for establishing a new nesting habitat for area wildlife."

The Renard Island Closure Plan was approved by the WDNR in 2008. "The County is confident that with the additional funding from GLRI we will be able to close the island within the timeframe agreed to with the WDNR," Haen stated. "We are looking forward to moving the project forward."

The final Renard Island cover system placement will be the responsibility of the Corps at an expected cost of an additional \$3M. The additional funding needs for the Corps have been requested by Brown County Senator Herb Kohl, Senator Ron Johnson and Congressman Reid Ribble.

## CALENDAR OF EVENTS

### HARBOR COMMISSION

February 14, 2011  
Holiday Inn-City Centre @ 11:30am



### PORT SYMPOSIUM

April 18, 2011

## 2010 TONNAGE REVIEW

2010 proved to be yet another rough year for the economy and it shows in the shipping numbers. A drop in commodities such as salt and cement were main factors that resulted in a decrease in overall tonnage coming into the Port of Green Bay during the 2010 shipping season. The Port received more than 1.7 million metric tons of cargo last year, a decrease of about four percent from 2009.

Port Manager Dean Haen says the overall tonnage of salt imported in 2010 decreased by 133,000 metric tons when compared to 2009 numbers. “The tonnage numbers for salt in 2009 was high,” Haen stated. “When you couple that with last year’s mild winter, in many cases inventories of salt didn’t need to be replenished. The reserves were already there.”

The expanded use of limestone in new markets helped the product increase by nine percent; however, it was offset by the same percent decrease in cement. “The lack of construction projects meant the demand for materials like cement were not high as they were in 2009,” Haen stated. “It’s a direct reflection of the economy.”

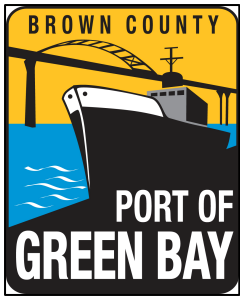
	2009	2010
<b><u>Domestic Imports</u></b>		
Cement (-9%)	276,231	251,314
Coal (-4%)	610,910	587,464
Limestone (+9%)	535,062	584,140
Gypsum (+90%)	4,672	8,856
Salt (+241%)	25,413	86,533
Petroleum Coke	0	50,457
Liquid Asphalt (+42%)	16,965	24,061
<b>Total Domestic (+8%)</b>	<b>1,469,253</b>	<b>1,592,825</b>
<b><u>Foreign Imports</u></b>		
Salt (-65%)	297,024	102,794
Coal	4,558	0
Petroleum Products	7,114	0
Limestone	0	3,082
Pig Iron(+359%)	5,552	25,467
<b>Total Foreign (-58%)</b>	<b>314,248</b>	<b>131,343</b>
<b><u>Domestic Exports</u></b>		
Stone (-73%)	22,221	5,986
Steel	4,587	0
<b>Total Domestic (-78%)</b>	<b>26,808</b>	<b>5,986</b>
<b>Total Tonnage (-4%)</b>	<b>1,810,309</b>	<b>1,730,154</b>
<b>Ships Totals(+1%)</b>	<b>140</b>	<b>142</b>
<b><i>Cargo (% change)</i></b>		

Haen says the Port has historically been a leading indicator of economic conditions for the region. “We ended 2010 with an eight percent increase in domestic cargo, which may indicate that we will continue to see tonnage increase in 2011 as the economy continues to improve.”



Despite the decrease in 2010, Haen says there remains great growth potential for the shipping industry. U.S. Venture was recently added as a new terminal operator, bringing the total number of businesses in the port to 14.

U.S. Venture will be shipping petroleum products such as gasoline and diesel fuel. “Things are heading in the right direction for 2011,” Haen stated. “U.S. Venture will diversify the tonnage coming in and out of the port and will positively contribute to the annual tonnage numbers.”



## ADDRESS SERVICE REQUESTED

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## CAT ISLAND RESTORATION PROJECT UPDATE

### RECENT UPDATES

- ◆ Brown County has entered into \$9.4M worth of grant agreements with the Wisconsin Department of Transportation (WDOT), the U.S. Fish & Wildlife Service for the Natural Resource Damage Assessment (NRDA) program, and the U.S. Environmental Protection Agency (EPA) for the Cat Island Chain restoration project.
- ◆ Brown County received a 401 Water Quality certification from the Wisconsin Department of Natural Resources and resolved access concerns.
- ◆ The U.S. Army Corps of Engineers (Corps) has received headquarters approval of the Dredged Material Management Plan and completed the plans and specifications for the project.

### LOOKING AHEAD

- ◆ In February, Brown County plans to issue a construction bid for the \$1.5M EPA Great Lakes Restoration grant. These funds will be used to construct approximately 3,000 ft. of wave barrier between Bay Shore Drive and the lakebed of Green Bay. Over the winter of 2011, Brown County and the Corps will negotiate an interagency Project Partnership Agreement for the cooperative construction of the remaining project to be constructed over next 2-5 years.
- ◆ The wave barrier will provide immediate protection to the islands, which have been eroding over the last three decades. The barrier will also provide a site for the Corps to place clean dredged materials on an annual basis for decades. "The harbor and navigational channel need regular dredging to maintain the proper width and depth to ensure ships can safely navigate through the port and carry cargo to capacity," Haen stated. "Reusing clean dredged material to help rebuild the Cat Islands provides a safe and beneficial use of the materials while keeping the Port economically viable."