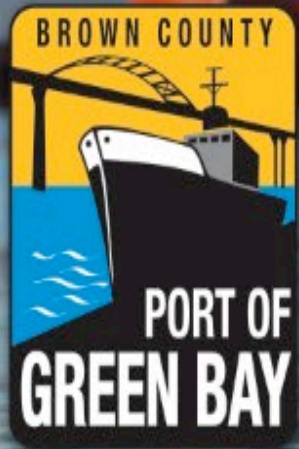


portofgreenbay.com



Port of call
FOR ALL



Significance of the Port



The history of the Port of Green Bay dates back to the early 1800s when the commerce focused on fur trading and peltry. In 1816, the first US merchant vessel arrived with garrison troops and provisions.

Significance of the Port

By 1867, the principal products carried by commercial vessels were:

- Wood
- Lumber
- Railroad ties
- Barrels
- Other forest products*
- Shingles

*In 1871, the Peshtigo fire caused a major setback in forest products being exported through the Port



Significance of the Port



In the late 1800s, Green Bay was the largest flour shipping port on the Great Lakes. By the mid 1930s, coal and petroleum coke were the predominant items of commerce at the harbor, while flour shipments remained strong.

The Harbor Commission first began in 1928 as the City of Green Bay Harbor Commission. Today it is called the Brown County Harbor Commission. In 1959 the St. Lawrence Seaway system opened connecting the Great Lakes and the US industrial hinterlands to world markets



Today's Harbor Commission Members:

Tom Klimek, President, Bryan Hyska, Vice President
Henry Wallace, Ron Antonneau, Barb LaMue, Wes Kornowske,
Tim Fieldhausen, Mike Vizer, Peter Diemer

Significance of the Port



Historically and still today, the Port of Green Bay continues to be a vital part of our economy, our history and our lives.

Port of Today

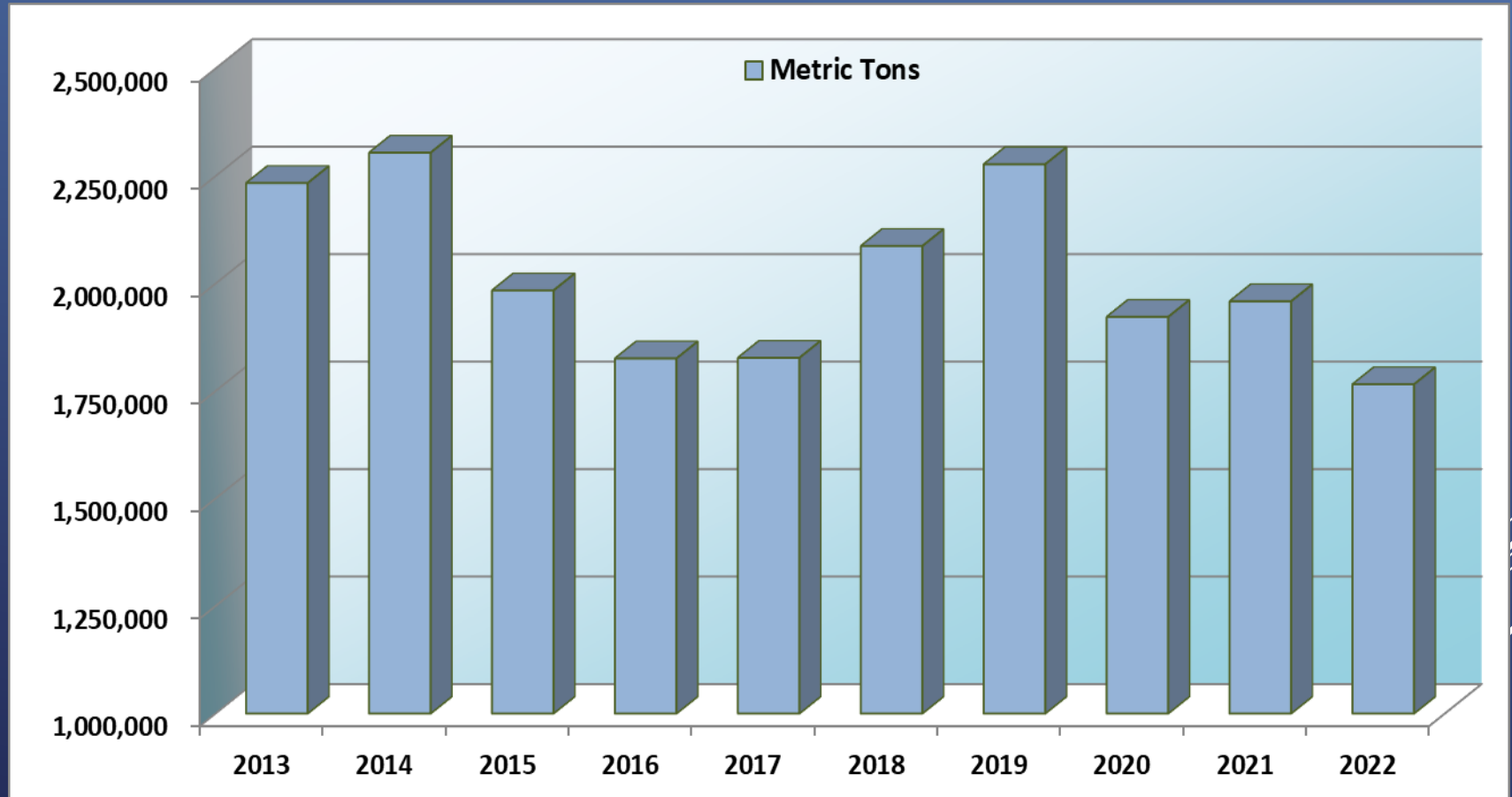


The Port of Green Bay exists to enhance the prosperity of the people of Northeast Wisconsin by providing facilities and infrastructure able to effectively and efficiently move commodities and goods across the nation.



The Port of Green Bay is an integral part of a healthy Northeastern Wisconsin economy and provides a critical link to national and global markets for Wisconsin enterprises.

Port Tonnage by Year



LIMESTONE

(500,000-1,000,000 mt/yr)



Menominee

Origin: Michigan

Use: Papermaking, foundries, agricultural, animal feed, industrial pollution control and many others

Terminals: GLC Minerals and Graymont

CEMENT
(300-500,000 mt/yr)



SS Alpena

Origin: Illinois, Michigan and Canada

Use: Road building & construction

Terminals: Holcim and St. Mary's Cement Co.

**PETROLEUM
PRODUCTS**
(300-500,000 mt/yr)



Michigan Great Lakes

Destination: Canada

Use: Diesel, Ethanol and Gasoline

Terminals: US Venture

SALT

(200-400,000 mt/yr)



Calumet

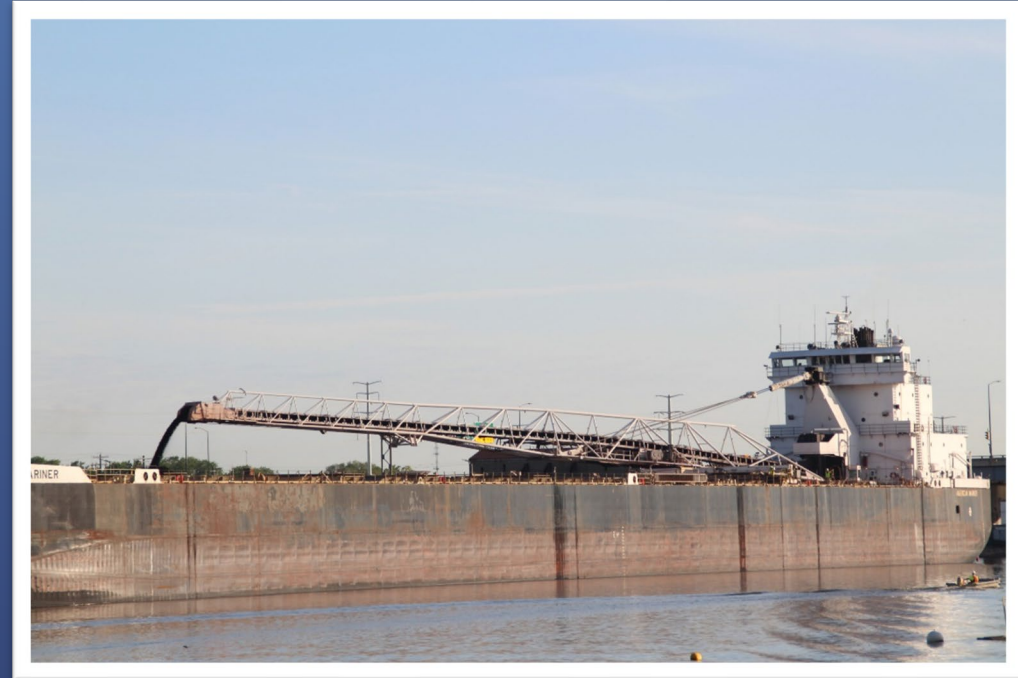
Origin: Canada, Michigan and Ohio

Use: Road Salt, Food Canning and Papermaking

Terminals: C. Reiss Co., Georgia-Pacific and Fox River Terminals

COAL

(100-300,000 mt/yr)



American Mariner

Origin: Eastern coal transported to OH, IL and MI ports

Use: Fuel source for the paper industry, foundries and other manufacturing companies in Northeast Wisconsin

Terminals: C. Reiss Co. and Fox River Terminals

FOREST
PRODUCTS
(30-60,000 mt/yr)



Prinsenberg

Origin: Finland, Sweden, Germany and other European countries,
Brazil

Use: Papermaking and Construction

Terminals: KK Logistics

Carbon Anodes
(15-25,000 mt/yr)

Origin: Green Bay

Use: Battery making, Aluminum production

Terminals: Fox River Terminals



Harvest Spirit

BOTTOM ASH
(8,000 – 10,000 mt/yr)



Undaunted and Pere Marquette

Origin: Green Bay

Use: Construction & Pavement

Terminals: Fox River Terminals

LIQUID ASPHALT

(5,000 - 9,000 mt/yr)



Origin: Detroit, Chicago and Sarnia, Canada

Use: Asphalt road construction and maintenance

Terminals: Flint Hills Resources and CRM

*Endeavour with Tug
Karen Andrie*

MARBLE CHIPS
(5,000 - 9,000 mt/yr)



Manitoulin

Origin: Foreign Import
Use: Landscaping and Drainage
Terminals: Fox River Terminals

PROJECT CARGO

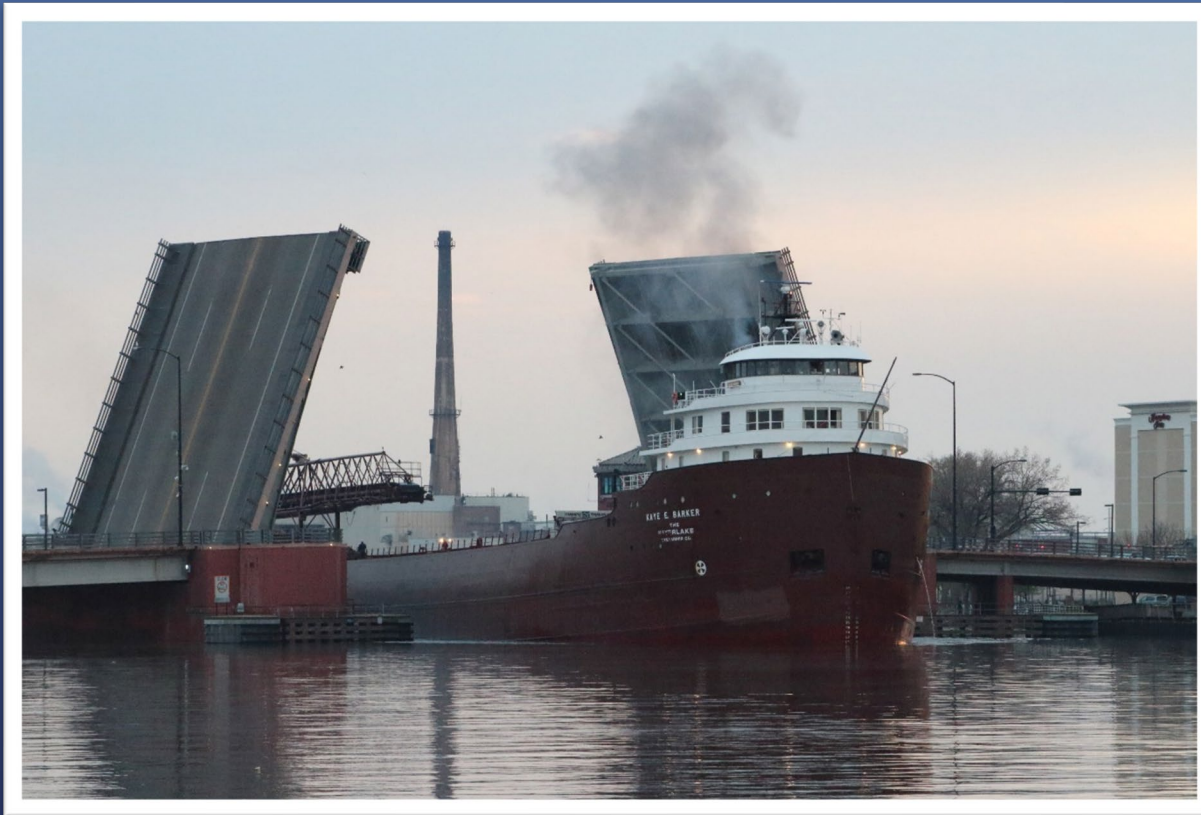


Ace Marine

Origin: Green Bay

Use: Aluminum Components for
Shipbuilding at Marinette Marine

Terminals: Ace Marine



Kay E. Barker

Other Commodities:

Stone, Sand, Slag, Tallow, Pig Iron, Aluminum Modules, Gypsum,
Fuel Oil, Equipment, etc.

The Modern Laker

- 25+ Companies on Great Lakes-Seaway System
- 60+ U.S. Ships
- 80+ Canadian Lakers

Largest Laker: Paul R. Tregurtha
Size: 1,013 feet
Capacity: 68,000 metric tons



Ocean Ship - Seaway Class (the “Saltie”)



Maximum size: 740 feet

Capacity: 19,000 -25,000 metric tons

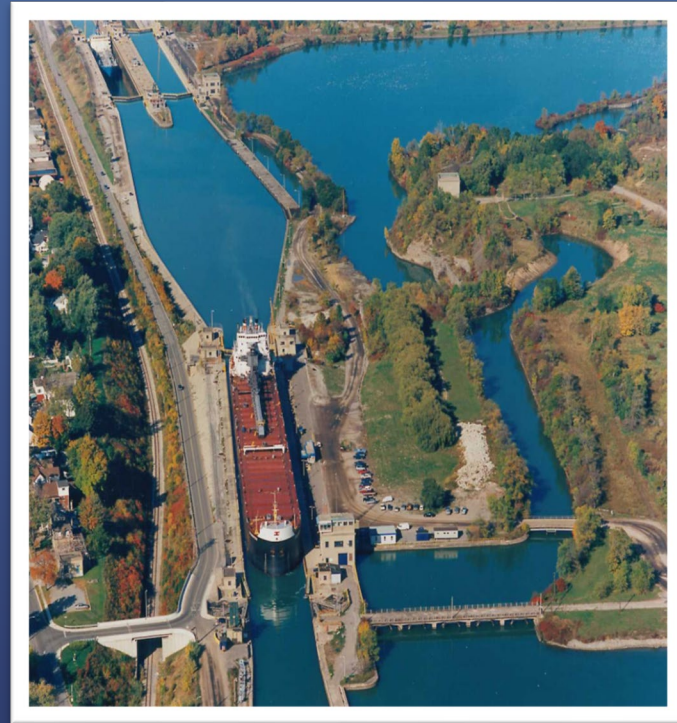
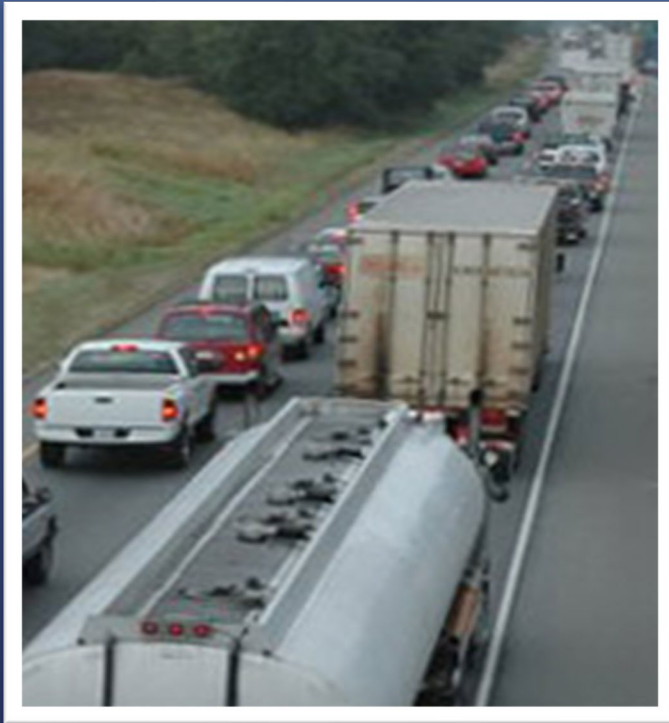
Foreign Trade Zone

- Created to keep U.S. business competitive with businesses operating offshore or overseas, Foreign Trade Zones (FTZ) remain within the borders of the United States but are outside U.S. Customs territory.
- Businesses, which choose to use Foreign Trade Zones can receive duty exemption on re-exports, duty deferral, and duty elimination on waste, scrap and yield losses.
- Businesses can also receive benefits such as relief from inverted tariffs and possible tax and licensing savings.
- Port of Green Bay operates FTZ #167 that covers locations near Austin Straubel-Green Bay Airport, Wittman Field in Oshkosh and the Oshkosh Southwest Development Park.



Port and the Environment

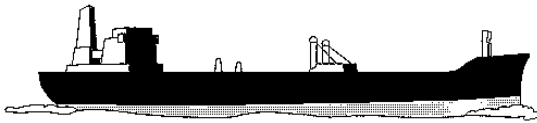
Efficient & Environmentally Friendly!



- Fewer emissions / better air quality
- Less fuel consumption
- Fewer accidents and less highway congestion

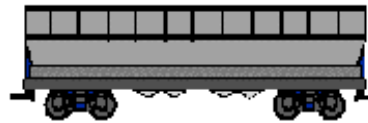
Transportation Efficiencies

Transportation Type	Amount of Coal	Fuel Used	Fuel Emissions
Ship	24,000 tons	9,333 gallons	1 ton
Rail	24,000 tons	48,000 gallons	15 tons
Truck	24,000 tons	146,666 gallons	21 tons



1 ship

=



240 rail cars

=



1,091 trucks

Economic Impact

Economic Impact - 2010

- Commercial vessel arrivals 142
- Family-wage jobs 832
- Income from jobs \$27 million
- Regional economic impact \$83 million
- Value of cargo \$315 million
- Taxes \$31 million

**Economic Impact Report by UM-Duluth*



Economic Impact - 2017

- Commercial Vessel Arrivals 166
- Port-Related Jobs 1,289
- Income from Jobs \$39.9 million
- Economic Impact \$147 million
- Taxes \$32.5 million

**Economic Impacts of the Port of Green Bay – 2017*



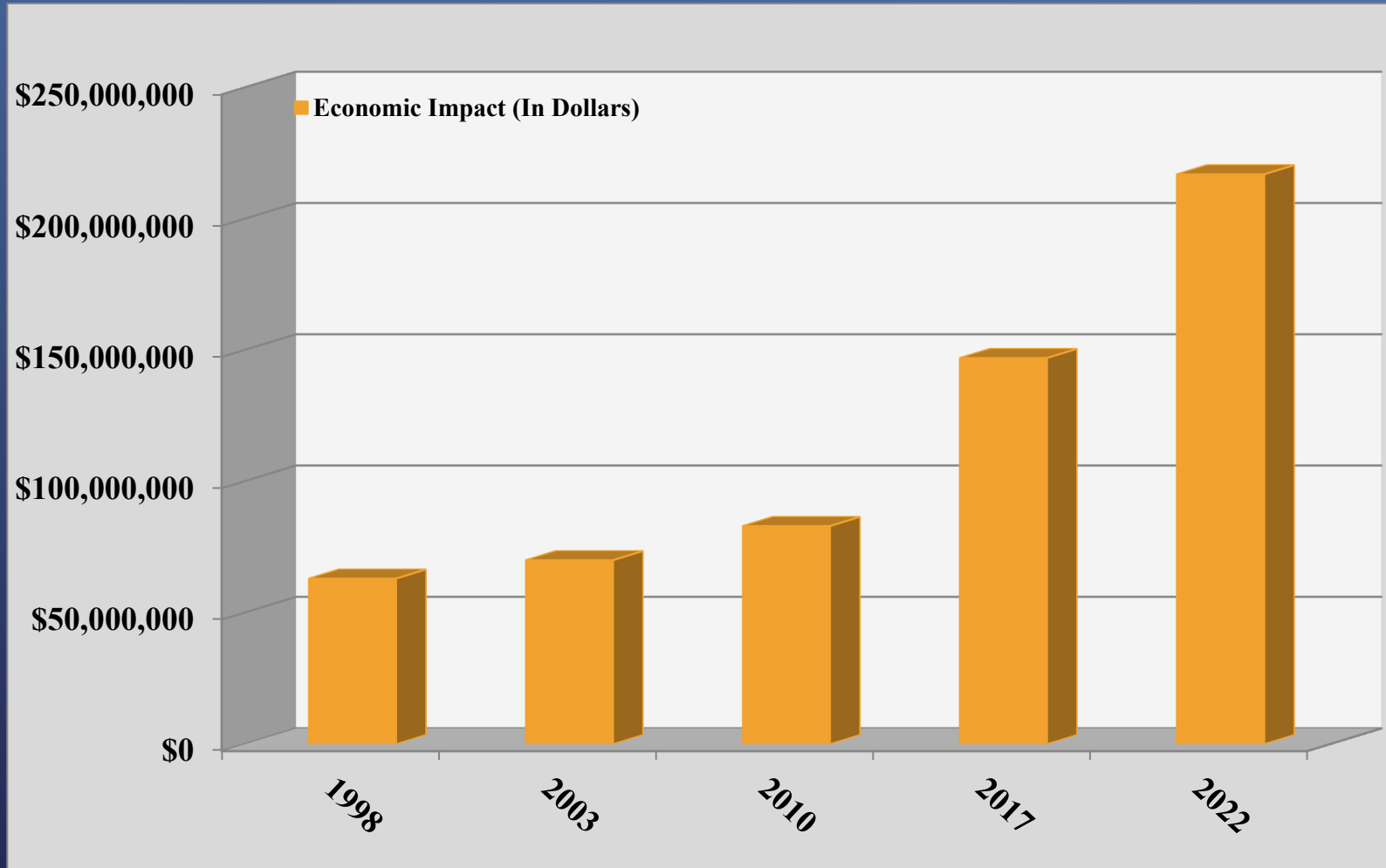
Economic Impact - 2023

- Commercial Vessel Arrivals 175
- Port-Related Jobs 1,620
- Income from Jobs \$41.7 million
- Economic Impact \$217 million
- Taxes \$38.4 million

**Economic Impacts of the Port of Green Bay – 2023*



Economic Impact of the Port of Green Bay by Year



Port of Tomorrow

Opportunities for the Port

- Renard Island
- Beneficial reuse of dredge material
- Containers and other new commodities
- Port Development Site
 - Former WPS Pulliam Plant Property

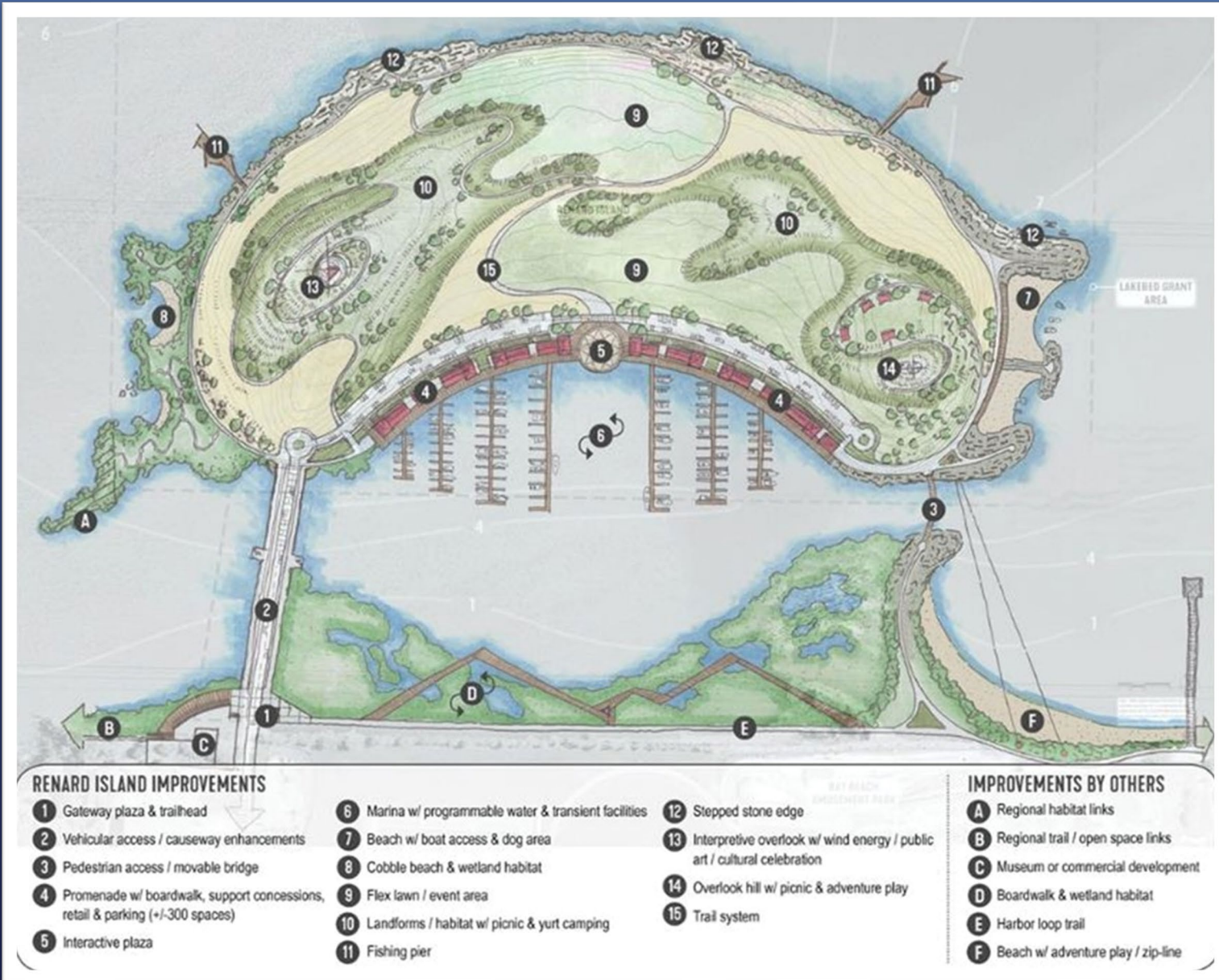
Port of Tomorrow

Renard Island Strategic Master Plan



Renard Island Master Plan

Port of Tomorrow



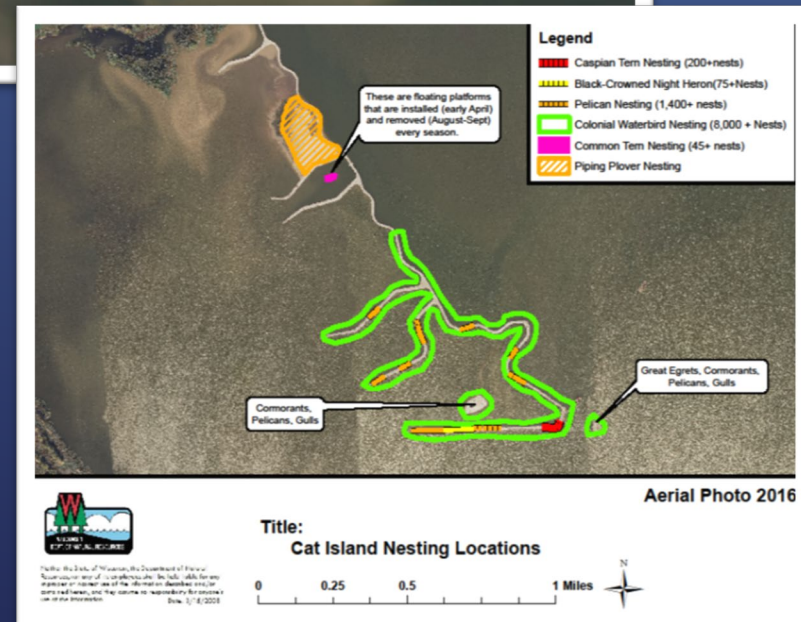
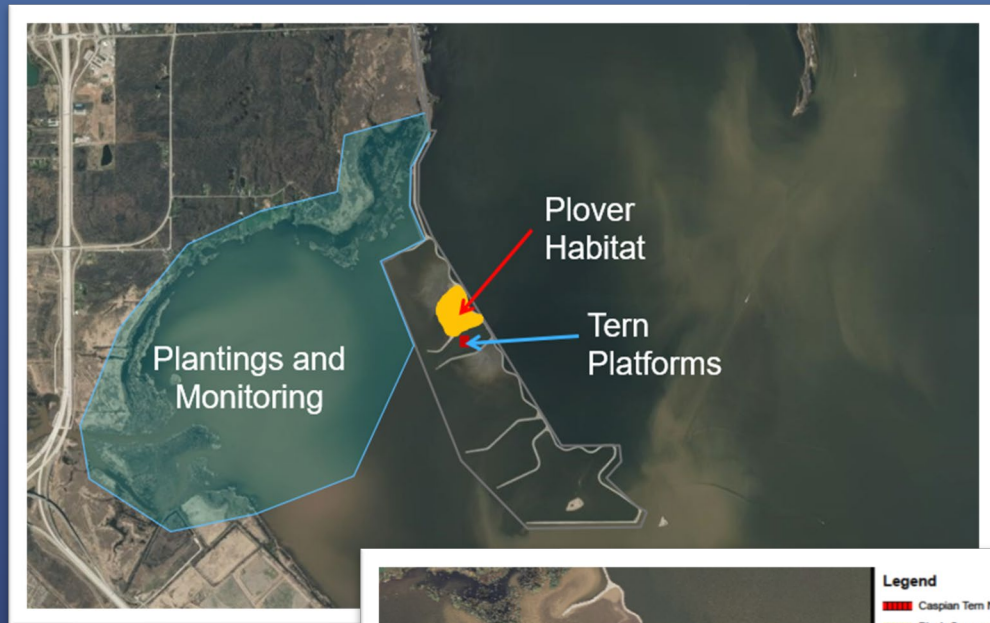
Cat Island Chain Restoration



September 2, 2020

On-Going Issues

- Management
 - Cat Island Advisory Committee (CIAC)
 - Road Maintenance
- Public Access
 - Public Safety
 - Sensitive Wildlife Habitat Area
- Filling
 - Sequence and Timing
 - Removal of Causeway



Wild Rice Planting



Tern Platform



Piping Plover

- Piping Plover successfully bred on westernmost island from 2016 to 2023
 - First local breeding in 75+ years



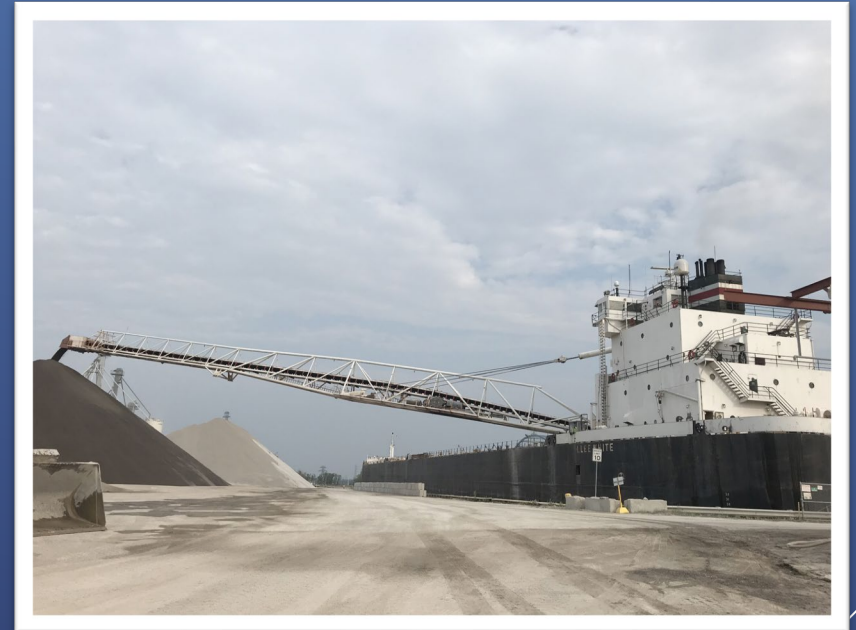
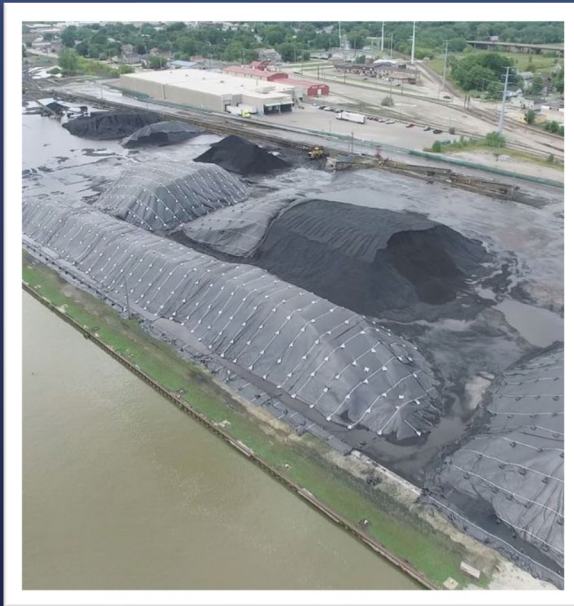
Port Development Site

- 2022: Port of Green Bay acquires Pulliam Plant Property from Wisconsin Public Service.
- 44-acre parcel with deep water access, interstate connectivity and rail access.
- \$2.7 million purchase with help from a \$500,000 Wisconsin Economic Development Corporation grant
- Plans to repurpose into a state-of-the-art port facility with an expected economic impact of an estimated \$87 million.
 - \$15 million – Neighborhood Investment Fund Grant
 - \$1.1 & \$1.0 million – Harbor Assistance Program Grants
 - \$1.3 million – ARPA
 - \$2.6 million – ARPA
 - \$10.1 million – MARAD Port Infrastructure Development Program



Port Development Site continued..

- Port intends to sell 9-10 acres of non-waterfront portion to GLC Minerals, who has guaranteed to invest \$7.5 million in property improvement and create 10 full-time positions within 5 years.



Port Development Site for Port Expansion

Port of Green Bay Development Site

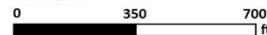


Looking East

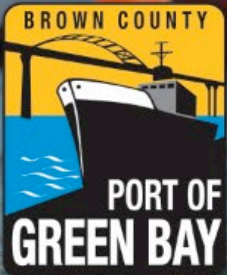
Looking West



Port of Green Bay Development Site



portofgreenbay.com



Port of call
FOR ALL



Thank You

Dean Haen, Director

Brown County Port & Resource Recovery Department

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