

JULY 2014

# Port' N News

## RENARD ISLAND CLOSURE

**(Green Bay, WI)** - Renard Island is one step closer to becoming a county facility. At its June 2014 meeting, the Brown County Board of Supervisors approved a resolution accepting ownership of the causeway to Renard Island from the US Army Corps of Engineers. Approval of the resolution is one of the last pieces of the process to permanently cap the island sediments and allow it to be turned into a facility for the public to use.



Renard Island has been part of the landscape of the lower Green Bay since the 1970s. In October 1976, Brown

County passed a resolution requesting the Wisconsin Legislature grant lakebed for Renard Island and agreeing to execute an Agreement with the U.S. Army Corps of Engineers (Corps) laying out a plan for construction, operation, maintenance and closure of Renard Island. The State of Wisconsin subsequently granted the lakebed around Renard Island to Brown County in June 1977 to be used by the county for public slips, basins, docks, wharves, structures, wildlife refuges, recreation and park purposes. In 1978, the Corps completed construction of Renard Island (known as Kidney Island at the time) and began operation of the Renard Island Confined Disposal Facility (CDF) for the placement of dredged material from the Green Bay Harbor navigational channel. Filling of the island continued until 1995. In February 2008, Brown County and the Corps received approval of the *Renard Island Closure Plan* from the Wisconsin Department of Natural Resources allowing the county and the Corps to move ahead with closure activities. The plan includes geotechnical/hydrogeological investigations, assessment of dredged material characteristics, criteria for using dredged material as part of an engineered soil cover, existing site features, design features, construction plan, monitoring plan, vegetation plan and maintenance activities that ensures protection of human health

and the environment. In order to facilitate closure of the island, in 2010, the Corps received a permit from the WDNR to construct a temporary causeway to Renard Island. Using Great Lakes Restoration Initiative grant funding in 2011, Brown County began closure activities related to placing the final cap on the island. In 2012, the Corps took over the capping and closure activities with placement of the final cover material in early 2014.

In the meantime, Brown County applied for and received a Chapter 30 permit from the WDNR to allow the causeway to remain as a permanent structure with certain conditions and modifications. Pursuant to its Agreement with the Corps, and the approval of the Brown County Board, Brown County will assume ownership of the island and the causeway upon completion of the closure activities in 2014. Brown County will be exploring end uses for Renard Island that tap into the wide variety of recreational and natural resource opportunities that the island offers.

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## 2014 PORT OF GREEN BAY SYMPOSIUM

**(Green Bay, WI)** - On April 23, 2014 the Annual Port of Green Bay Symposium successfully brought together members of the marine industry and local politicians 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 politicians, as well as marine shipping executives, terminal operators and customers.



L-R: Dean Haen (Port of Green Bay), Congressman Reid Ribble (D-WI), Stephen Brooks (Chamber of Marine Commerce)

Presentations at the event included a review of the Port of Green Bay's 2013 performance and Economic Opportunity Study. Chamber of Marine Commerce President, Stephen Brooks, also presented the findings of the *Safety Profile of the Great Lakes-St. Lawrence Seaway*, which is the first report on the safety performance of Canadian-flag, U.S. flag and international vessels operating in the Great Lakes-Seaway system.



Congressman Reid Ribble speaking at the 2014 Port of Green Bay Symposium.

Notably, Congressman Reid Ribble of Wisconsin's 8th District provided a federal issues update and reiterated his support for the federal Water Resources Development Act. This legislative initiative most importantly encourages the Great Lakes to be viewed and regulated as one body as opposed to relegated to patchwork regulation by individual states. Ribble is also a strong supporter of devoting the entire Harbor Maintenance Tax for its intended purpose of maintaining U.S. port infrastructure. House and Senate lawmakers agreed on the language of the bill and forwarded it to the President who signed it into law on June 10, 2014

## CALENDAR OF EVENTS

### HARBOR COMMISSION

2014 Budget Meeting

**July 21, 2014**

Resource Recovery Facility @ 11:30 am

### AMERICAN GREAT LAKES PORTS ASSOCIATION

**July 22 & 23** ~ Monroe, MI



### WISCONSIN COMMERCIAL PORTS ASSOCIATION ANNUAL MEETING Green Bay, WI

**August 21** WCPA WI Ports  
Strategic Development  
Meeting & Dinner

**August 22** WCPA Business Meeting  
& Packers Football

### GREAT LAKES COMMISSION MEETING

**September 29 & 30** ~ Buffalo, NY

## FIRST SHIP CONTEST WINNER

**(Green Bay, WI)** – The long-awaited first ship of the 2014 shipping season arrived in the Port of Green Bay on Friday, April 18. The Michigan – Great Lakes arrived from Cheboygan, Michigan at 3:06 p.m. where it exported ethanol from the Fox River Dock terminal.

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 Arlen Baumann of De Pere. Arlen guessed an arrival time of April 18 at 2:30 p.m. Baumann will receive a prize package that includes passage for two (2) plus one (1) vehicle on the



Michigan—Great Lakes vessel. Photo courtesy of [www.boatnerd.com](http://www.boatnerd.com)

Washington Island Ferry, a \$25 gift certificate to The Ship's Wheel restaurant on Washington Island and a set of four (4) "in demand" Port of Green Bay can coolers.

The Port of Green Bay expects more than 200 vessels in port during the 2014 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.

OVERALL DIMENSIONS	
Length	414'
Beam	60'
Depth	30'
Capacity	75,000 barrels

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](http://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](http://www.portofgreenbay.com).

## STRONG MAY TONNAGE HELPS PORT GAIN GROUND

**(Green Bay, WI)** – The Port of Green Bay had a healthy jump in tonnage for May. During the month, the Port saw an increase of about 30,000 tons of materials imported compared to May of last year. Although this is a step in the right direction for the Port, year to date numbers are still 25 percent below last year's mark.

"The Port is still recovering from the late start of the shipping season," said Dean Haen, director of Brown County Port & Resource Recovery Department. "We had a good May and anticipate that the summer months will produce solid results as well."

The Port saw 24 ships come through in May, which was a significant improvement from last month when only five ships arrived in port. The May cargo included cement, coal, gypsum, limestone, petroleum coke, petroleum products and salt.

"We are just getting into the prime of the shipping season," Haen said. "Port import and export traffic will continue to improve as the demand for raw materials increases. I'm confident that we will meet or exceed the 2013 tonnage totals."

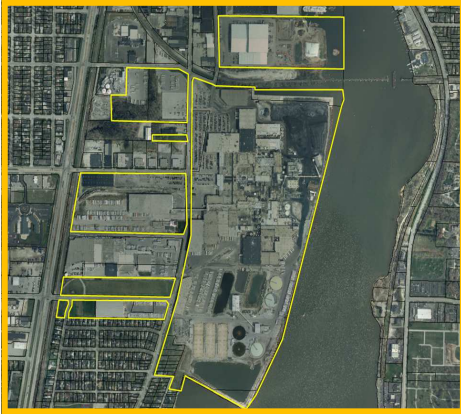
Cargo (-36% change)	YTD	2014	2013
<b><u>Domestic Imports</u></b>			
Cement (-27%)		37,946	51,656
Coal (-53%)		51,734	110,242
Gypsum		5,017	0
Limestone (-39%)		87,203	141,910
Petroleum Coke		16,835	0
US Salt		13,976	28,912
<b>Total Domestic (-36%)</b>		<b>212,712</b>	<b>332,721</b>
<b><u>Foreign Imports</u></b>			
Petroleum Products		8,036	0
Salt (-13%)		62,472	71,777
Pig Iron (-100%)		0	2,317
<b>Total (-5%)</b>		<b>70,508</b>	<b>74,093</b>
<b><u>Foreign Exports</u></b>			
Petroleum Products (65%)		37,223	22,498
<b>Total Tonnage (-25%)</b>		<b>320,443</b>	<b>429,312</b>
<b>Vessels (19%)</b>		<b>29</b>	<b>36</b>



# PORT TERMINAL OPERATOR PROFILE

## GEORGIA-PACIFIC

**(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 16 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.



Georgia-Pacific Broadway Mill, Port of Green Bay

Georgia-Pacific – Georgia-Pacific in Green Bay consists of four paper manufacturing facilities, including the Day Street Mill at the confluence of the East River with the Fox River and the Broadway Mill at the southern end of the port. The Broadway Mill, as depicted at left, utilizes the Port of Green Bay for the importation of coal to fire its boilers. The Broadway Mill is located on approximately 264 acres of land on the west side of the Fox River and includes a 1,300-foot slip with sheet piling dockwall along its northerly property boundary, adjacent to the Wisconsin Central rail line. The remaining 1,540 feet of Georgia-Pacific shoreline largely consists of limestone riprap. Additionally, the Georgia-Pacific Broadway Mill has a crane pad, modern lighting, and security measures for ship activity.

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