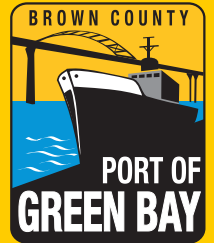


JANUARY 2013

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

Port 'n News



PORT SHOWS SOLID 2012 TONNAGE NUMBERS

(Green Bay) – [The Port of Green Bay](#) ended the 2012 shipping season with 1,917,651 metric tons passing through the Port. While this is an 11 percent decrease from 2011 numbers, Port officials say the season ended on a positive note. “Meeting or exceeding two million tons is considered a healthy season,” stated Port and Solid Waste Director Dean Haen. “Although the Port fell just short of reaching the mark, we ended the season with positive numbers, despite the slow-down over the past few months.”

Haen says there were several factors that contributed to falling short of the two million ton goal. “The past few mild winters have lowered the demand for road salt,” Haen said. “The Port saw a 40 percent decrease of salt shipments as a result.” Another factor is the current low cost of natural gas. “The price of natural gas is affecting utility and energy decisions, which made an impact on coal shipments,” said Haen. “The Port saw an 11 percent decline in coal this year and the forecast for 2013 coal shipments is for further declines in this commodity.”

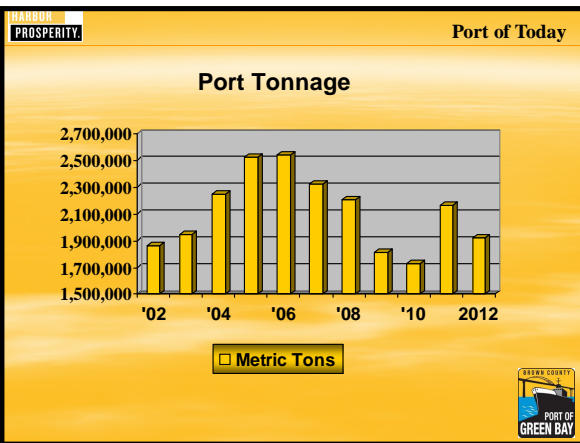
The Port also saw a 10 percent decrease in the number of vessels that came through port. There were 170 vessels in port in 2012, compared to 188 in 2011.

The Port closed December 21, but work is already underway for the 2013 season. Early forecasts show that commodities like limestone, cement and petroleum products are expected to increase this year. “The Port expects to meet two million tons of cargo in 2013,” said Haen.

Based on the 2012 results, Haen says he is looking forward to this year

as the shipping industry continues to be the most cost effective method of transportation for commodities. “It also generates employment opportunities for the region and brings money into our communities,” Haen commented. “The Port is a vital component of our area economy that not every community can say they have. We want to capital-

ize on that and extend the Port’s reach to new markets in Northeast Wisconsin in 2013.”



Cargo (% change)	2012	2011
Domestic Imports		
Cement (+10%)	312,090	282,602
Coal (-11%)	542,787	612,029
Limestone (-8%)	591,655	640,716
Salt (-77%)	83,410	47,167
Liquid Asphalt (-25%)	12,357	16,502
Pig Iron	0	4,738
Gypsum	0	15,000
Total Domestic (-9%)	1,542,298	1,687,260
Foreign Imports		
Salt (-40%)	141,621	236,595
Heavy Equipment	342	0
Coal	0	4,109
Petroleum Products (+8%)	6,944	6,425
Pig Iron (-4%)	13,986	14,500
Total (-38%)	162,893	261,629
Domestic Exports		
Petroleum Products	91,094	152,359
Total (-40%)	91,094	152,359
Domestic Imports		
Petroleum Products	121,366	58,005
Total (+109%)	121,366	58,005
Totals (-11)	1,917,651	2,162,756

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For more information on the Port visit www.portofgreenbay.com.

PORT OF GREEN BAY LEADS WCPA IN MASTER PLAN

The Port of Green Bay is taking the lead role in developing a 20-year master plan for all of Wisconsin's ports. Brown County Port and Solid Waste staff have or will be writing several grant applications along with exploring in-kind time, resources and available funding from a variety of agencies and organizations. If we have not reached out to you, and your organization is interested in getting involved please contact us at bc_port@co.brown.wi.us. The interest has been high. To date, Wisconsin Commercial Ports Association (WCPA), Individual Ports of Wisconsin, WI Economic Development Corp., WI Coastal Management Program, Mid-America Freight Coalition, Great Lakes Maritime Research Institute, WI Dept of Transportation, and the East Central Regional Planning Organization have gotten involved in the effort.



Wisconsin's ports and waterways are an important part of the economic growth and are significant to the state's role in transporting waterborne freight. The WCPA proposes to develop a Master Plan for Wisconsin's commercial ports in two phases. **Phase 1** of the *Wisconsin Commercial Ports Master Plan* will include a comprehensive background and inventory of the status of Wisconsin Great Lakes and Mississippi River ports. The plan will examine the interaction of the ports with other forms of freight movement and recommend changes to the transportation system to allow for the most efficient movement of materials throughout the state in a long-term sustainable manner. The existing WCPA Strategic Plan and Vision will be incorporated as a guide to further establish goals and objectives for the future. **Phase 2** will provide a more advanced look at the commodities, the creation of waterways and port planning/development efforts and the coordination of ports and waterways development into the general transportation and economic development efforts across the state. The initial grant application is focused on funding **Phase 1**.

The ultimate objectives of this plan are to provide an inventory of Wisconsin's public and private port operations and public port needs; discuss baseline commodity flow data for Wisconsin's waterways; explore regional, national and global trends that Wisconsin may take advantage of to increase the state's role in freight movements; develop strategies that the state could adopt to accelerate or facilitate freight and logistics development in the state; and create a *Wisconsin Commercial Ports Master Plan* that will help the state make justifiable investment decisions that meet the needs of Wisconsin's ports and the state.

This economic information is critical to port operators and prospective new or expanded port-related businesses. When businesses requiring port access are scouting potential locations for new or expanded operations, they need up-to-date, site-specific data related to projected expenditures for site preparation with particular properties on very short timelines. The development of a master plan for all of Wisconsin's ports is a proactive effort to ensure that information is readily available to decision-makers before a critical need arises.

Wisconsin has 14 commercial ports geographically situated adjacent to two commercially navigable waterway systems: the Mississippi River and the Great Lakes-St. Lawrence Seaway giving Wisconsin ports on Lake Superior, Lake Michigan and the Mississippi River access to international markets. The ports provide an important transportation alternative that many states cannot offer to its manufacturers, shippers and suppliers making Wisconsin's ports and waterways an important part of the economic growth and significant to the state's role in transporting waterborne freight. **Continued on page 3.**

CALENDAR OF EVENTS



Event: **Harbor Commission**
Place: Holiday Inn-City Center
Time: 11:30 am
Date: February 11, 2013

Event: **Port Symposium**
Place: To Be Determined
Date: March 28, 2013

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Wisconsin's ports serve as hubs of economic activity for manufacturing, shipbuilding, cargo handling, passenger ferry service, transportation logistics, commercial fishing, and as recreational centers. Each year, the ports of Wisconsin serve as multi-modal links for transporting over 44 million metric tons of cargo. Commodities moved through the ports are essential for our state's power plants, paper mills, manufacturers, farmers, governments and consumers. In 2008, businesses at Wisconsin's commercial ports supported 9,550 jobs, generated over \$1.6 billion in economic output and nearly \$462 million in personal income from wages and salaries. In addition, waterborne transportation is the safest and most environmentally friendly means of transporting cargo. Fuel consumption and emissions are substantially reduced when transported by ship when compared to rail or truck.

Wisconsin's centralized location and access to multimodal connections places the state in a prime position to strengthen its role as a national freight center. With opportunities such as the expanding container-on-barge and biofuel industries, Wisconsin's ports have the ability to promote trade and growth on its waterways.

However, land uses surrounding existing ports has shifted from predominately industrial and commercial uses to conflicting residential and recreational uses that threaten or impede the operation of port facilities. As a result, many coastal communities no longer serve as operating commercial ports providing an immediate need for long-range sustainability planning for the remaining commercial ports. The overall loss of commercial facilities increases Wisconsin's dependency on our remaining ports and other modes of transportation.

The vision of the WCPA is that it *"will become increasingly visible and become the main resource on any port or waterborne transportation related issue in Wisconsin by the public, legislature, and port industry."* To help achieve this vision, WCPA believes that an inventory and analysis of the resources that exist in Wisconsin's commercial ports as well as a statewide master plan are critical to ensure the future stability of Wisconsin's ports.

LOW WATER CONDITIONS

The dearth of rain and snow over the past 12 months that has helped drive down water levels on the Great Lakes likely will continue to plague the region into the start of the 2013 shipping and recreational boating season, projections show.

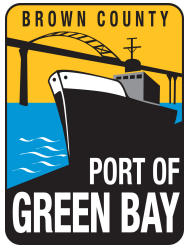
The U.S. Army Corps of Engineers predicts most of the Lakes will be well below their historical averages when the Port of Green Bay opens after March 15 and when boat covers start coming off in late spring and June. In fact Lake Michigan, Lake Huron and Lake St. Clair could approach all time record lows.

For many who work on or live by the shores of the Lakes, 2012 was different. Wintertime snowfall and ice coverage starting in late 2011 was far below what is considered normal. The amount of snow and the extent of ice coverage on the Lakes during the coldest months are crucial to the lake water levels. Ice prevents evaporation and the snowpack fuels the runoff that causes lakes to rise in the springtime. Another factor that hit the lakes hard was a lack of springtime rainfall. As a result, each of the lakes saw declining water levels during most of the year.



Lake Michigan and Lake Huron saw the worst of it. The lake system finished December with a mean of 576.15 feet above mean sea level for the month. That is just beneath the all-time low mean of 576.2 feet for the month set in 1964.

The Army Corps' six-month projections show Lake Michigan and Lake Huron could be setting new lows during the coming months as well. Lake Superior and Lake St. Clair will also flirt with record lows during that stretch. The lakes are experiencing the lowest levels since 1960s. The only hope is cold weather and heavy snowfall, and that has not happened as of early January.



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ADDRESS CORRECTION REQUESTED

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RENARD ISLAND CLOSURE DEVELOPMENT

Final closure activities for Renard Island could happen sooner than later. As the construction costs of the Cat Island Chain Restoration Project continue to drop, the amount of unspent Green Bay Harbor funds grows. Currently, the Cat Island Chain Restoration Project is 26 percent ahead of schedule and under budget. Brown County estimates the project costs have reduced from \$26 million to \$20 million because of lower stone recruitment costs and competitive bidding. Brown County is hopeful this will result in ample financial resources for the Green Bay Harbor that can be redirected to meet the federal responsibility to close Renard Island, which the County estimates to be \$3-4 million. Brown County staff have made the request to redirect the funds which was further supported in writing by Congressman Reid Ribble.

In a letter addressed to Brown County from Lt. Colonel Ells, District Engineer of the United State Corps of Engineers, the Corps indicated that if savings are realized from the Cat Island Chain Restoration Project, the Corps has determined that it would be able to use the funds to fulfill its Renard Island CDF site condition responsibilities.

Renard Island is a sensitive community subject and the success of the Cat Island Restoration Project has created the opportunity to meet the closure requirements and enable Brown County to determine human use and/or wildlife opportunities for the 54-acre island.

