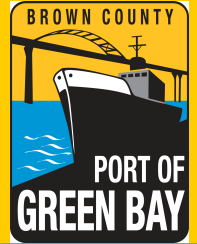


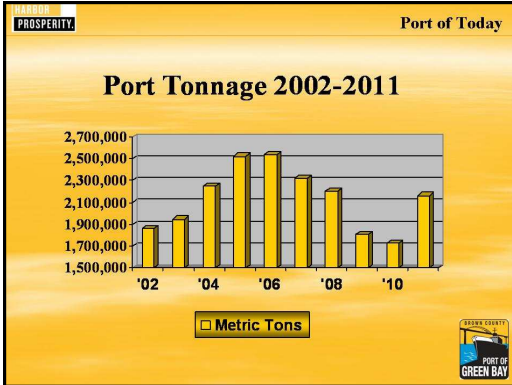
JANUARY 2012

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

Port 'n News



2011 PORT TONNAGE INCREASES 25%



(Green Bay) – The Port of Green Bay ended the 2011 shipping season strong with 2,162,756 metric tons passing through the port, a 25% increase from 2010 numbers. “Anything above 2 million is a healthy season,” stated Port Manager Dean Haen. “The season started off right and kept holding strong, a good indicator that the economy is picking up. If manufacturers are ordering raw materials, they are doing so for a reason, which is more production”.

Major contributors to the successful season included increases in domestic imports of gypsum (69%) and petroleum coke (36%). The largest increase in foreign imports was salt (130%). The addition of the U.S. Venture terminal also helped with the increase in tonnage. “U.S. Venture exported more than 210,000 metric tons of petroleum products in 2011,” Haen said. “The Port didn’t have movement in this area in 2010, so it definitely made a positive impact on the numbers.”

The Port also saw an increase in the number of vessels in port. There were just 142 vessels in port in 2010 while 2011 brought in 188, a 32% increase. The Port of Green Bay saw its last vessel on January 9, 2012. Typically the Port closes due to ice conditions around Christmas, but this year the season was extended because of the mild weather. The latest a vessel has called upon the Port in recent years was January 29.

The past few years have seen rapid monthly fluctuations in cargo moved through the port. This past year cargo was steady. A full year of steady growth and activity in the port is a good sign leading us into 2012.

Based on the 2011 results, Haen says he is looking forward to 2012 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 stated. “The Port is a vital component of our area economy that not every community can say they have. We want to capitalize on that and extend the Port’s reach to new markets in Northeast Wisconsin in 2012.”

Cargo (% change)	2010	2011
Domestic Imports		
Cement (+12%)	251,314	282,602
Coal (+5%)	587,463	615,534
Limestone (+10%)	584,140	640,716
Salt (-45%)	86,533	47,167
Liquid Asphalt (-31%)	24,061	16,502
Pig Iron	0	4,738
Gypsum (+69%)	8,856	14,999
Total Domestic (+6%)	1,592,825	1,690,7637
Foreign Imports		
Salt (+130%)	102,794	236,595
Limestone	3,082	0
Coal	0	4,109
Petroleum Products	0	6,425
Pig Iron (-43%)	25,467	14,500
Total (+99%)	131,343	261,629
Domestic Exports		
Petroleum Products	0	152,359
Stone	5,986	0
Total (+2445%)	5,986	152,359
Domestic Imports		
Petroleum Products	0	58,005
Total	0	58,005
Totals (+25%)	1,730,154	2,162,756
Port of Calls (+32%)	142	188

Cargo carried by the Great Lakes fleet was up close to 6% in 2011 from 2010 and about the same as the five-year average, according to the Ohio-based Lake Carriers Association. Major contributors to the increase were iron ore, which was up 12.7%, as well as increases in limestone, salt and sand.

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HARBOR COMMISSIONER JOHN GOWER PASSED

Brown County Harbor Commissioner, John C. Gower, 70, Green Bay, passed away on Dec. 10, 2011. John had been a Commissioner since 2005. It was clear John enjoyed the Commission, being connected to the Port of Green Bay and clearly loved the water. John was much more than a Harbor Commissioner, as the following excerpts from his obituary attest.



John greatly enjoyed seeing classmates at reunions and frequently attended them. John strongly believed in participating in his community. He served as Brown County District Attorney (1967 to 1971), Brown County Supervisor (1972 to 1974; 2003 to 2004), Wis. State Representative - 4th District (1973 to 1979), Shawano County Supervisor (1984 to 1986), and Oconto County District Attorney (1990 to 1991).

John also was employed as Assistant General Attorney at Inland Steel Products, Milwaukee, (1966 to 1967), Town Attorney for the Town of Wrightstown, Assistant State Public Defender for Marinette and Oconto Counties (1985 to 1990), and Shawano and Menominee Counties (1981 to 1985) and maintained a private law practice between jobs and was currently self-employed. In addition, he formerly owned University Travel Agency and Moore Fun Tours. John currently served on the NWTC Board of Trustees since 2003 and on the Brown County Harbor Commission since 2005.

John was also a member of the Brown County Taxpayer's Association, M & M Yacht Club in Menominee MI, Marinette Elks Club - Lodge 1313, and Marinette Masonic Lodge. He was a co-founder of the Community Council on Drug Abuse in Green Bay - developing the first educational program to combat drug abuse and organized the crisis hotline. In addition John held former memberships in the La Baie Verte Rowing Club in De Pere, South Side Civic Association, Astor Neighborhood Association, and United Amerindian Center Board of Directors. John had a passion for flying and boating. He was a former member of the Red Barons Inc. flying club and a formerly licensed U.S. Coast Guard Pilot. John loved to sail and spent many hours on his sailboat, *Kanawa*, in the waters of Green Bay and had even taken it across Lake Michigan to the state of Michigan with his son Andy. John also participated in the Hook Race on two occasions with friends. His passion for woodworking lead him and friends to spend many hours refinishing his favorite Chris Craft wooden boat.

John enjoyed time spent with family for many years summering in Sister Bay and Washington Island. He and his mother built and owned a home on Beach Road in Sister Bay for many years. There were many camping trips with his children and friends on Rock Island. John was well known for his "marine rats" camping story.

John married Larae LeRoy (Puissant) on Sept. 17, 1988, at the Boat House on Rock Island. The couple enjoyed traveling together to destinations such as Wales, Ireland and Hawaii. John also traveled with his children and was fondly known for his five minute tours. In his later years John loved to spend time with his grandchildren - enjoying time on the beaches and boats on Washington Island and touring national parks in California.

CALENDAR OF EVENTS



Event: **Harbor Commission**
Place: Holiday Inn-City Center
Time: 11:30 am
Date: February 13, 2012

Event: **Port Symposium**
Place: To be Determined
Date: April 2, 2012

MSGR. DILLENBURG'S SEAFARING MINISTRY

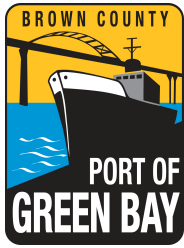
GREEN BAY — "Wait Father. I need to talk to you." The voice reaching out to Fr. James Dillenburg as he worked his way through the cabin area of the 447-foot-long Great Lakes freighter *Paul H. Townsend* was not a surprise to the then-associate pastor at St. Agnes Parish in Green Bay. As one of three port chaplains for the Port of Green Bay, an appointment conferred on now-Msgr. Dillenburg in 1969 by the late Bishop Aloysius Wycislo, Msgr. Dillenburg — who prefers to be called Fr. Jim — always stood ready to answer the spiritual needs of sailors.

Msgr. Dillenburg, now retired as port chaplain for the Port of Green Bay, stood in front of a cement storage ship docked at Green Bay on Oct. 18. "I always say God picks the strangest people. I don't know how to swim and I get seasick, so who do they pick to be port chaplain? Me." said Msgr. Dillenburg. Despite Msgr. Dillenburg's issues with water, his love for the seafaring lifestyle was well known to church officials at the time of his appointment as port chaplain. "I grew up in Casco living 10 miles from Lake Michigan. My father and I always went to watch the car ferries on Lake Michigan. That planted a seed in me," Msgr. Dillenburg said.

Msgr. Dillenburg was part of a three-man, ecumenical team who ministered to sailors from around the world who found themselves away from home for months at a time. "We were two Protestant chaplains and a Catholic priest whose purpose was to welcome sailors to Green Bay in the name of the churches of Green Bay and to let them know someone cared. It's a ministry of presence."

Fr. Dillenburg, the Green Bay priest, was named as national director of Apostleship of the Sea, an apostolic work of the Catholic Church offering help and pastoral counseling to seafarers around the world. Msgr. Dillenburg had served since 1969 as the diocesan director of AOS. "I never met a seafarer who has been around for awhile that didn't believe in God," Msgr. Dillenburg said. "One good November gale and they knew they weren't in charge of their ship. And they have a tremendous sense of God's creative powers after watching many sunrises and sunsets." Shortly after Msgr. Dillenburg was named to head the national AOS program, the Vatican approved a long-sought American proposal to allow seafarers to receive the Blessed Sacrament at sea.

Dillenburg served in Rome from 1991 to 1996 as general secretariat for the AOS. His job entailed coordinating AOS port chaplain programs around the world. "You'd have sailors from Asia coming to Europe by way of Africa. We had world conferences to make sure the chaplains would get to know one another so they could warn each other of possible issues with sailors coming into port," Msgr. Dillenburg said. "We were also in a position to monitor changes in the maritime world and lobby for seafarers' rights. Seafaring is very complicated. A ship may be owned by someone in one country, operated by someone in another country and be staffed by crews from 14 different countries. Sometimes the most responsible party was the one with the least authority — the port chaplain." Msgr. Dillenburg left the port chaplain program in 2000 to focus on his work as pastor at St. Elizabeth Ann Seton Parish in Green Bay. He retired as pastor at St. Elizabeth Ann Seton Parish in 2010.



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ADDRESS CORRECTION REQUESTED

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WWW.HARBORPROSPERITY.COM

ECONOMIC IMPACTS OF THE GREAT LAKES—ST LAWRENCE

On October 18, the marine industry released the results of a year-long study of the economic impacts of the entire Great Lakes-St. Lawrence Seaway navigation system. For the first time, the economic impacts have been measured for both the U.S. and Canada, at the same time, using the same methodology. The purpose of the report is to provide the navigation community, transportation planners, government policymakers and general public with a realistic assessment of the contributions made by the Great Lakes-Seaway system to federal, state/provincial and local economies.

The study found that maritime commerce supported 227,000 jobs; contributed \$14.1B in annual personal income, \$33.5B in business revenue, and \$6.4B in local purchases; and added \$4.6B to federal, state/provincial, and local tax revenues. North American farmers, steel producers, construction firms, food manufacturers, and power generators depend on the 164M metric tons of essential raw materials and finished products that are moved annually on the system. Additionally, marine shipping saves companies approximately \$3.6B per year in transportation costs compared to the next least-costly land-based alternative.

The study was commissioned by members of the marine shipping industry, in partnership with U.S. and Canadian government agencies. Martin Associates of Lancaster, Pennsylvania, a global leader in transportation economic analysis and strategic planning, was retained to conduct the study. In order to ensure defensibility and accuracy, the study methodology and results of the analysis were peer reviewed by leading U.S. and Canadian economists in academia and the private sector.



The impacts of 2010 cargo movements were calculated at 32 U.S. and Canadian ports along the system. Chapter 1 lays out study methodology; Chapter 2 presents the system-wide impacts; Chapter 3 breaks down those economic impacts by vessel flag; Chapter 4 evaluates the data exclusively for commerce utilizing the St. Lawrence Seaway; Chapter 5 reveals the impact from the perspective of the New York ballast water regulations; and Chapter 6 presents information on related users along the system.