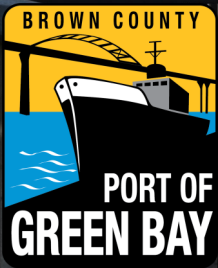
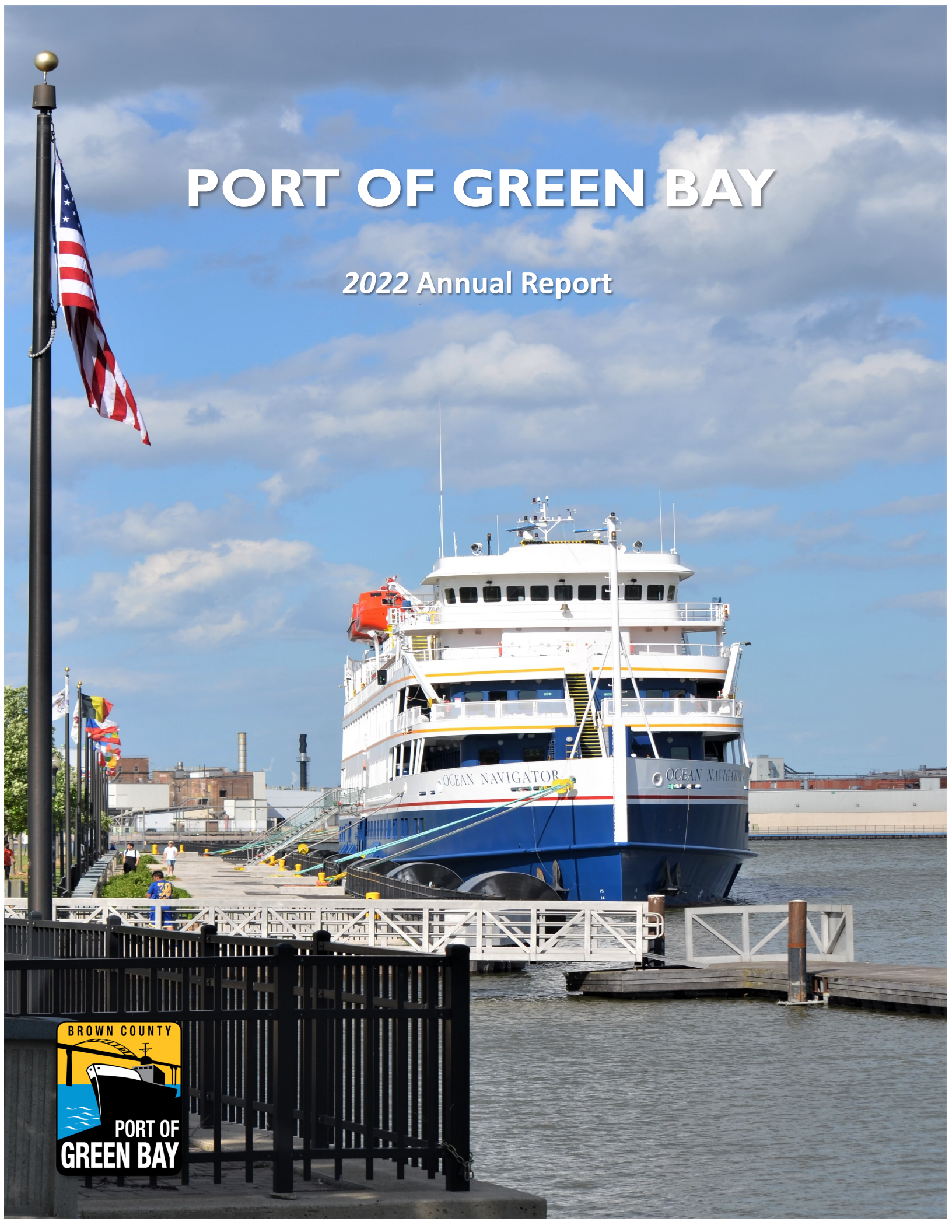


PORT OF GREEN BAY

2022 Annual Report



Message from the Director

The Harbor Commission's *2020 Strategic Plan* identified strengths, weaknesses, opportunities and threats and assembled them into strategic themes. From there, the strategic plan identified a few primary goals and a number of objectives to reach the agreed upon goals over a five-year period. This annual report identifies work items and deliverables reflected in the strategic plan.

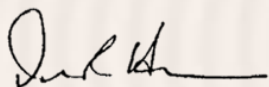
The Port of Green Bay has a 13 mile outer channel leading to the Fox River, where 14 Port businesses span more than three miles upriver. Leading into the 2022 shipping season, the prior four years had been near or above 2,000,000 mt and the Port was hopeful the trend would continue. However, **the recently concluded shipping season saw 1,765,834 metric tons of cargo move through the Port, a 10 percent decrease compared to the previous season.** The 2022 shipping season was the slowest year the Port has experienced in the last 10 years. The 2022 Port shipping season was highlighted by the arrival of cruise ships which are anticipated to be arriving in Green Bay on an ongoing basis.

The Port has changed significantly since the 2006 and 2007 shipping seasons when the Port saw 2.55 million tons and 2.33 million tons moved, respectively. At that time, the economy was robust and the Port saw more than one million tons of coal moved as well as fuel oil, tallow, liquid asphalt and pig iron. The last five years have seen a low cost of natural gas moving manufacturers and others away from coal as an energy source. In 2008, coal shipments were almost 1,000,000 mt. By 2013, coal shipments were 600,000 mt. In 2019, coal shipments shrank to 407,000 tons and by 2022 coal accounted for only 193,000 mt of the almost 2 million ton total. The Port's past efforts to advocate for more diverse cargo movements and its adaptability have proven successful.

The changes in 2022 that contributed to the change in tonnage were across the board small decreases in all cargo types including cement, limestone, petroleum products (gasoline, diesel and ethanol), salt and wood pulp. Several small volume cargoes received in 2021 were not seen at all in 2022, including carbon anodes and marble chips. The Port was tracking ahead of 2021 until mid-year. From August to the end of the shipping season the Port slowed down significantly. Based on this slowdown, I would predict the Port will also start slow in Spring. Since waterborne transportation remains the lowest cost means of moving goods, we are hopeful the economy in Northeastern Wisconsin picks up in 2023.

After a large increase from 2020 to 2021, foreign petroleum products imported held stable in 2022 at 242,682 tons, a less than 1% increase from 2021, while domestic imports of petroleum products were down 46% to 67,980 tons. Exports of petroleum products increased 36% to 38,647 tons. As for limestone, total domestic imports decreased by just over 6% to 529,311 tons. Domestic salt imports increased by 129% while foreign imported salt was down 48% with a total decrease of 17% in salt due in part to another mild winter. Domestic cement decreased 17% to 341,725 tons while coal increased by 22% to 193,178 tons. A total of 157 vessels moved through the Port of Green Bay this shipping season compared to 184 vessels in 2021 for a 15% decrease.

The Port looks forward to the regional economy rebounding in 2023.



Dean Haen
Port Director



Overview

The Port of Green Bay is the western-most port of Lake Michigan offering the shortest, most direct route for shipments between the Midwest and the rest of the world. The Port provides modern, state-of-the-art facilities, which have the ability to facilitate economical cargo handling and safe navigation. Nationally known trucking lines provide overnight delivery within a 400-mile radius. Major railroads and highway infrastructure also connect the Port with America's heartland. Waterborne transportation provides an efficient and environmentally-friendly mode of transportation.

The Port of Green Bay is a fundamental 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. The Port of Green Bay receives and/or sends commodities as far south as Sheboygan, Wisconsin, west to Wausau, Wisconsin, and north into the Upper Peninsula of Michigan.

Commodities include coal, limestone, cement, salt, pig iron, fuel oil, forest products, petroleum products, liquid asphalt and many other essential commodities annually valued at over \$300 million. Eight (8) terminal operators located on the Fox River are capable of handling dry bulk commodities such as coal, cement, limestone, salt, gypsum, ash, and others. Four (4) terminal operators are capable of handling bulk liquids including tallow, petroleum products, chemicals, and liquid asphalt. Three (3) general cargo docks are capable of handling machinery, aluminum products, bagged agricultural commodities, wood pulp and other forest products. Based on the most recent economic impact study of 2017 Port activities, **the Port of Green Bay supports over 1,289 jobs resulting in \$82 million in personal income, and a \$147 million annual economic impact on Brown County. The 14 Port businesses pay over \$32 million in local and state taxes.**

The Port of Green Bay plays a vital role in providing Northeast Wisconsin with a natural competitive advantage for businesses to locate and prosper while paying good wages for families to live and thrive in our communities. The results illustrate the profound role the Port plays in our region and its value to both current and future businesses. It includes the direct jobs of dockworkers and ship crew members to the indirect jobs that are generated, such as equipment supplier jobs and jobs at office supply firms. Those who are directly employed use their wages, in part, to purchase goods and services in our community. In addition, businesses' revenue is also used to hire people, purchase goods and services, and pay taxes, all adding up to make a significant contribution to our local economy.



The Port of Green Bay's vision is to be an integral part of a healthy Northeast Wisconsin economy and provide a critical link to national and global markets for Wisconsin enterprises.



Mission

The 2020 Port of Green Bay Strategic Plan serves as a long-range guiding document that identifies strategic issues to address, and establishes goals and objectives to strive toward. This annual report is adopted to ensure the strategic plan goals and objectives are being accomplished. The mission statement for the Port of Green Bay:

“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.”

Harbor Commission

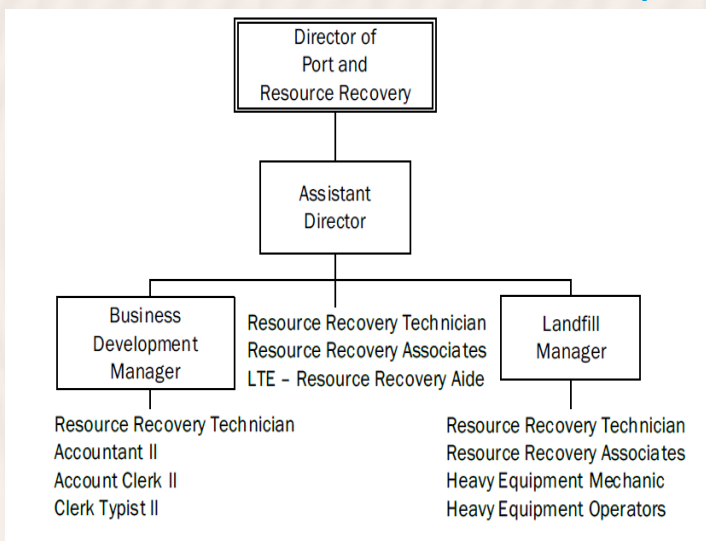
The Port of Green Bay is operated by the Brown County Port & Resource Recovery Department. The Port’s aim is to promote harbor improvements and waterborne transportation resulting in economic development and employment using the safe, efficient and cost-effective waterways as transportation corridors while taking into consideration the recreational opportunities the waterfront provides.

The nine members of the Harbor Commission are appointed by the Brown County Executive and serve as an oversight committee of the Brown County Board. The Harbor Commission’s role is to develop public policy for the Port. The Harbor Commission sets policy for staff to implement that directs the commercial aspects of the harbor’s day-to-day operations.

Harbor Commission Members

- | | |
|-------------------------|---------------|
| Tom Klimek, President | Wes Kornowske |
| Bryan Hyska, Vice-Pres. | Barb LaMue |
| Ron Antonneau | Mike Vizer |
| Pete Diemer | Hank Wallace |
| Tim Feldhausen | |

Port & Resource Recovery Department Table of Organization




- | | |
|---------------------------------|----------------------------|
| Dean Haen, Director | Guillermo Flores, Operator |
| Chad Doverspike, Asst. Director | Kelly Stewart, Associate |
| Mark Walter, Business Dev. Mgr | Laura Lackey, Associate |
| Ben Hintz, Landfill Manager | Grayor Thomas, Associate |
| Theresa Slavek, Accountant II | Ian Schiltz, Associate |
| Chris Blan, HMR Technician | Jon Garies, Associate |
| Jon Logan, Landfill Technician | Eric Maasse, Associate |
| Derek Tess, Landfill Technician | 3 vacant, Operator |
| Melissa Martens, Acct. Clerk II | 2 vacant, Associates |
| Katie Platten, Clerk Typist II | 1 vacant, LTE RR Aide |
| Travis Pagel, Operator | |
| Brian Cunningham, Operator | |
| Daymond Williams, Operator | |
| Curtis Gossen, Operator | |
| Josh Linsen, Operator | |
| Kyle Synder, Operator | |




Port's Economic Impact

The Port of Green Bay is a critical link in Wisconsin's transportation system and serves as a multi-modal distribution center connecting waterborne vessels with an extensive network of highways and railroads. The Port of Green Bay provides Northeast Wisconsin manufacturers a cost-effective way to receive raw materials from suppliers and to ship high-value finished goods to customers.

According to a 2017 economic impact study, the Port was responsible for:

 **\$147 million economic impact**

 **\$9 million in state taxes**

 **1,289 local jobs**

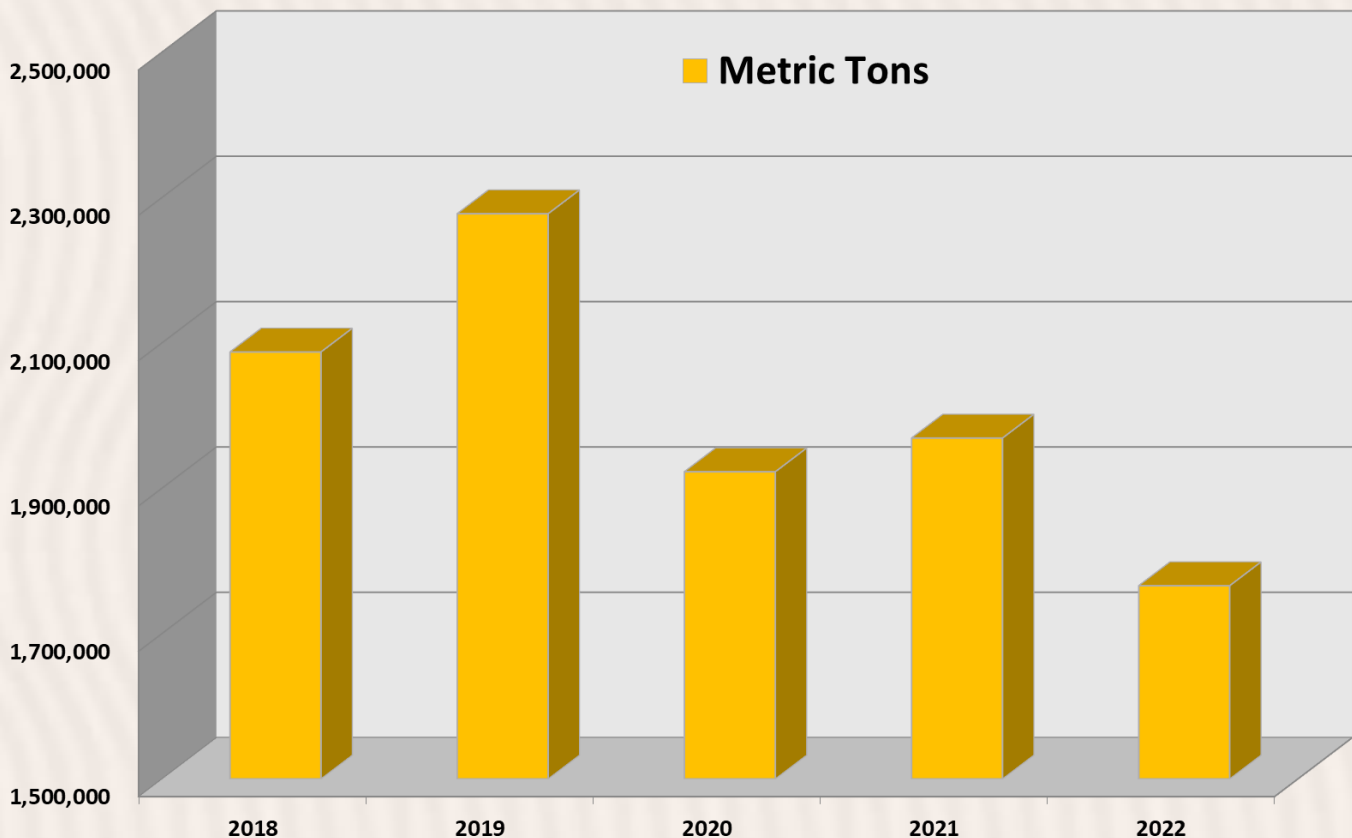
 **\$23 million in Federal taxes**

 **\$83 million in income**

 **\$105 million in business revenue**

The marine shipping industry continues to be the most cost-effective method of transportation for commodities, generating employment opportunities for the region and bringing money into our communities. The Port of Green Bay is a vital component of our area economy and serves as a leading indicator of economic activity. Our strategic plan outlines new ideas and ways we can expand our reach beyond our existing markets to increase business in Northeast Wisconsin.

Port Tonnage



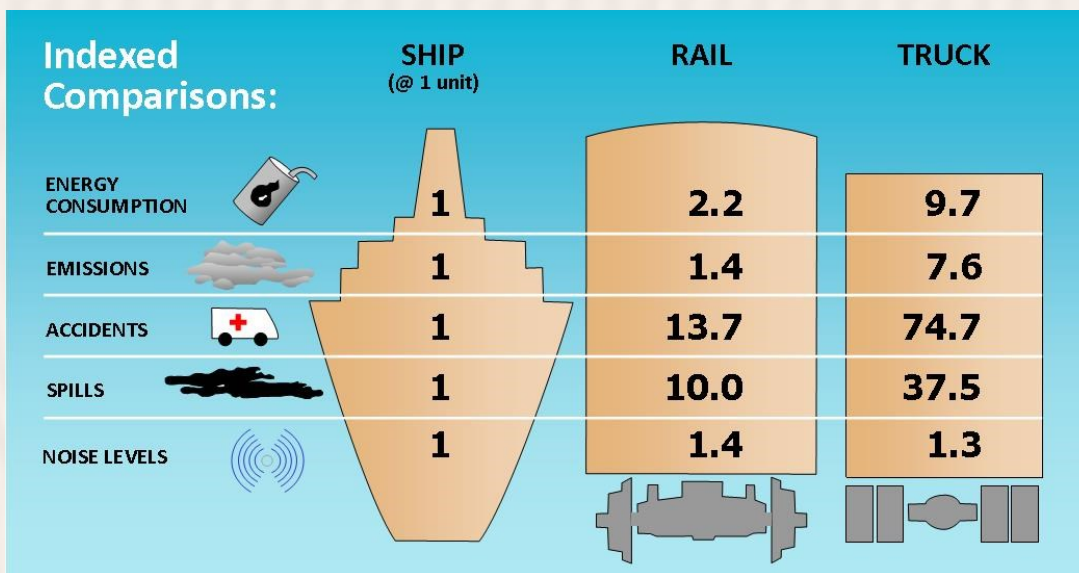
Port and the Environment

Waterborne transportation is the most cost-effective mode of transportation when compared to truck or rail. On a per ton-mile basis, ships quietly move cargo farther and more efficiently than trucks or trains. Most importantly, ships move cargo more safely than trucks and trains.

Consider that a single ship destined for the Port of Green Bay carrying 25,000 tons of coal from Sandusky, Ohio on Lake Erie will burn over 9,300 gallons of fuel. However, if that same amount of coal was delivered to Green Bay by rail, it would take almost 225 rail cars burning 20,460 gallons of fuel. If that same amount of coal was delivered to Green Bay by truck, an additional 870 trucks burning over 90,210 gallons of fuel would be using our already congested highways. Not only does waterborne shipping save fuel, but it also results in less pollution from fuel emissions. Using the coal example, moving the same amount of cargo by rail would result in 1.4 tons of emissions or 7.6 tons of emissions by truck. Transporting this cargo by ship would result in only one (1) ton of emissions. With more than 150 ships entering the Port of Green Bay annually, it is quite easy to see that moving cargo by ship continues to be the “green” choice.

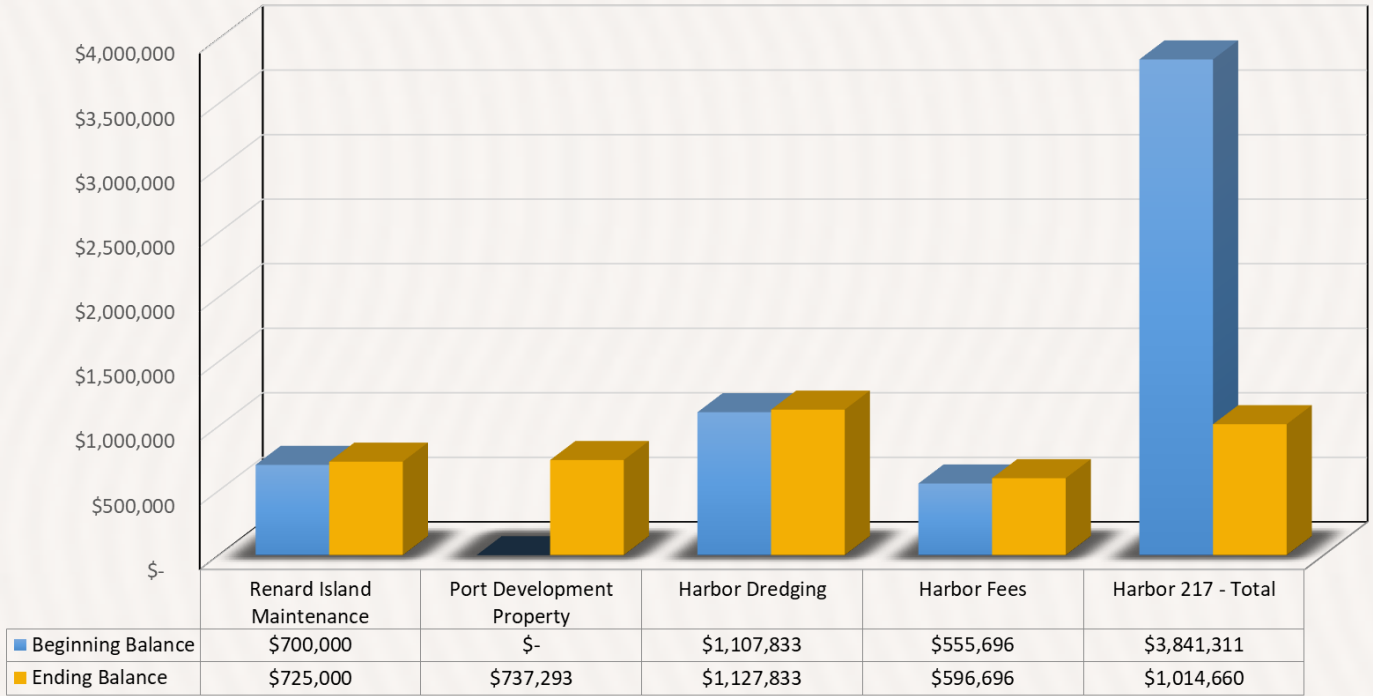
Waterborne transportation generates the least amount of air, ground and water pollution. Waterborne transportation offers lower fuel consumption, fewer accidents, less noise and reduces congestion on our highways. For these reasons, the Port of Green Bay has a bright future not only economically, but also environmentally, benefiting everyone.

Transportation Type	Amount of Coal	Fuel Used	Fuel Emissions
Ship	25,000 tons	9,300 gallons	1 ton
Rail	25,000 tons	20,460 gallons	1.4 tons
Truck	25,000 tons	90,210 gallons	7.6 tons



Financials

2022 Port Fund Balances



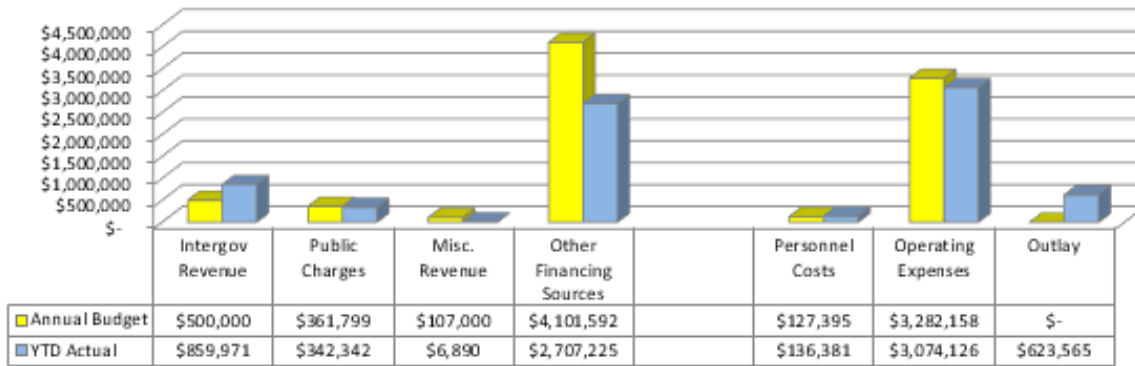
**Financials are unaudited and will be finalized by Administration in March.*



Brown County Port & Resource Recovery Department
Port Area Budget Status Report
December 31, 2022

		Annual Budget	YTD Actual	YTD %	YTD Total	Comments
R e v e n u e	Intergov Revenue	\$ 500,000	\$ 859,971	172%		
	Public Charges	\$ 361,799	\$ 342,342	95%		
	Misc. Revenue	\$ 107,000	\$ 6,890	6%		
	Other Financing Sources	\$ 4,101,592	\$ 2,707,225	66%		
Total					\$ 3,916,427.13	
E x p e n d i t u r e	Personnel Costs	\$ 127,395	\$ 136,381	107%		
	Operating Expenses	\$ 3,282,158	\$ 3,074,126	94%		
	Outlay	\$ -	\$ 623,565	-		
Total					\$ 3,834,071.65	

Port - December 31, 2022



**Financials are unaudited and will be finalized by Administration in March.*



2022 Goals Completed

- ◆ **Port Development Site (former Pulliam Plant Property)**
 - ◆ Hired GEI Engineering and Consulting Firm to engineer, design and permit the site including dock wall construction, filling an old slip and land behind bulkhead, rail and road infrastructure, dredging and dredged material placement, mooring features, storm water, etc.—**Completed**
 - ◆ Researched and successfully secured state and federal grant opportunities that meet the redevelopment needs of the site. The Port was successful in securing \$15M from the Wisconsin Neighborhood Investment Fund Program, \$10.2M from the US Department of Transportation’s Port Infrastructure and Development Program, \$1.2M and another \$1.0 from Wisconsin Department of Transportation’s Harbor Assistance Program and \$3.8M in County ARPA funds.—**Completed**
 - ◆ Sell approximately 9 acres and sign a temporary Lease Agreement for 7.0 acres with GLC Minerals. Easement and legal work related to ATC and WPS easements along with rail, construction access and drainage easements have delayed the property transaction.—**In-Progress**
 - ◆ Identify and pursue potential lessees of the site or other property for Port growth opportunities.—**Deferred**
- ◆ Worked towards making the Port of Green Bay a regular destination for **Cruise Ships**. Two cruise ships visited in 2022. Partnered with the Greater Green Bay Convention & Visitors Bureau and City of Green Bay to promote and coordinate cruise ship visits for 2023 and beyond.
- ◆ Participated in and completed the New North Intermodal Freight Study examining the need for a truck/train intermodal facility in Northeast Wisconsin, ideally located in close proximity to the Port of Green Bay for future marine intermodal activities

In Progress

- ◆ Update Bay Port Plan of Operation. Foth Companies assisted Brown County in submitting a new Plan of Operation for Bay Port to the WDNR. Brown County’s request for approval was withdrawn by Brown County in order for the Port , WDNR and USEPA to work out beneficial reuse related impacts with GEI Consultants’ guidance.
- ◆ Advance the Beneficial Reuse of Dredged Material
 - ◆ Established a Working Group of State and Federal Agencies. Determined Legislative and Administrative Changes. Worked on “remediation” and “non-remediation PCB waste. Drafted a new sampling plan for dredged material acceptance at Bay Port.
 - ◆ Worked with DNR and EPA regarding sampling methods for future and historical dredged material reuse. Reconsider draft legislative bill regarding beneficial reuse.
- ◆ Renegotiate 217 Agreement between the U.S. Army Corps of Engineers and Brown County U.S. Army Corps of Engineers transferred the responsibility for the Green Bay Harbor from the Detroit District to the Chicago District in 2020. Limited progress has occurred with the new district. The need to renegotiate 217 Agreement was again communicated by Brown County to U.S. Army Corps of Engineers – Chicago District.
- ◆ Work towards a Navy ship commissioning held in Green Bay in 2023.

Incomplete

- ◆ Consider a compost demonstration project using dredged material, municipal compost and manure. Demonstration would attempt to kill seed bank and produce a more marketable topsoil by-product for beneficial reuse.
- ◆ Advanced **Renard Island Strategic Master Plan** including promotion, leasing of acreage, grants and other activities related to implementation. Pursue funding opportunities to pave the causeway and parking lot to spur the implementation of the master plan.



2023 Goals

The following list represents some of the Port's major goals for 2023:

- ◆ Port Development Site (former Pulliam Plant Property)
 - Develop a conceptual design for site
 - Permit and engineer the site
 - Execute all grant agreements
 - Prepare bids & specifications
 - Complete GLC property transaction and temporary land lease agreement.
 - Complete easement and legal work related to ATC and WPS easements along with rail, construction access and drainage easements have delayed the property transaction.
 - Begin to identify and pursue potential leasee(s) of the Port Development Site, that may include the relocation of the C. Reiss Company in cooperation with the City of Green Bay
- ◆ Participate in new Great Lakes Economic Impact Study with detailed breakout for the Port of Green Bay
- ◆ Mason Street Redevelopment Site (C. Reiss Company) should C. Reiss Company and Brown County agree to their relocation to the Port Development Site, port growth will need to occur at the Mason Street Site.
 - In cooperation with the City of Green Bay, acquire, lease or work with C. Reiss to redevelop the site.
 - Develop a conceptual design for site
 - Pursue state and federal funds for redevelopment of the site
- ◆ Advance Beneficial Reuse of Dredged Material. Work with DNR and EPA regarding sampling methods for future and historical dredged material reuse. Reconsider draft legislative bill regarding beneficial reuse. Consider a compost demonstration project using dredged material, municipal compost and manure. Demonstration would attempt to kill seed bank and produce a more marketable topsoil by-product.
- ◆ Seek approval of a new Bay Port Plan of Operation and low hazard exemption
- ◆ Support the advancement of the *Renard Island Strategic Master Plan* and obtain permanent access easement from the City of Green Bay. Advocate for the NERR research facility to be located on Renard Island. Seek funds to improve and pave the causeway and create a parking lot. Build community support and funding for development.
- ◆ Renegotiate 217 Agreement between the U.S. Army Corps of Engineers and Brown County
- ◆ Grow the annual number of cruise ship visits to Green Bay. Strive for the Port of Green Bay to be a regular destination for Cruise Ships.
- ◆ Work towards holding a Navy ship commissioning of the USS Beloit to be held in Green Bay in 2024.

Port of Green Bay Office

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