

PORT & RESOURCE RECOVERY DEPARTMENT



2561 SOUTH BROADWAY
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DEAN R. HAEN
DIRECTOR

MINUTES OF THE BROWN COUNTY HARBOR COMMISSION

A meeting was held on **Monday, August 16, 2021**
at the Port Offices, 2561 S Broadway, Green Bay, WI 54304

1) Call to Order:

The meeting was officially called to order by Vice President Bryan Hyska at 10:31 am.

2) Roll Call:

Present: Vice President Bryan Hyska
Commissioner Barb LaMue
Commissioner Hank Wallace
Commissioner Wes Kornowske
Commissioner Tim Feldhausen
Commissioner Ron Antonneau

Excused: President Tom Klimek
Commissioner Mike Vizer
Commissioner Pete Diemer

Also Present: Dean Haen, Brown County P&RR
Mark Walter, Brown County P&RR
Katie Platten, Brown County P&RR
Edd Tadulan, Graymont

3) Approval/Modification – Meeting Agenda

A motion to approve the agenda as revised was made by Ron Antonneau and seconded by Tim Feldhausen. Unanimously approved.

4) Approval/Modification – Minutes of June 14, 2021 Meeting

A motion to approve the minutes of the June 14, 2021 meeting was made by Hank Wallace and seconded by Ron Antonneau. Unanimously approved.

5) Announcements/Communications

Director Dean Haen announced that the position of Clerk/Typist II was filled by Katie Platten.

Mr. Haen noted that the Resource Recovery Customer Appreciation Days will be held September 14 & 15, 2021.

6) Edd Tadulan, Plant Manager, Graymont

Mr. Edd Tadulan provided an update on Graymont's operations. He noted that Graymont is the global leader in lime and limestone solutions. Graymont's headquarters are located in Richmond, Canada with over 70 years in operation. It has 19 manufacturing plants in North America, and 16 plants in Asia-Pacific region.

Mr. Haen asked if the company practices safety protocols based on a company-wide set of protocols, or if they are different in each region or country, to which Mr. Tadulan responded that Graymont has a global policy that will never be lower than the locality's policy standards.

Mr. Tadulan provided information on the many product applications that lime and limestone can be used for including in mining of copper, zinc, gold, nickel, and uranium as well as industrial settings for steel, alumina, glass, pulp/paper, and gas/oil production. Green Bay has around 60 customers that utilize Graymont's limestone products. Lime is also used in agriculture to balance soil pH, improve soil conditions, and as a dairy and poultry nutrient supplement. According to a US Geological Survey, lime is used mainly in metallurgical and environmental applications.

Mr. Tadulan noted that Graymont receives ships in Green Bay from May and November to the amount of around 250,000 tons.

Mr. Tadulan explained the process by which limestone is heated and creates quick lime and gas. Tim Feldhausen questioned what happens to the gas that is created during the heating process, to which Mr. Tadulan explained that it is released into the atmosphere as a mixture of mostly nitrogen gas and carbon dioxide. Graymont's New Zealand facility pays a carbon tax, which is likely to be implemented in the United States.

Advances in the use of technology include remote operations such as remotely operating trucks in Australia, locations in Salt Lake City, UT, and in Moncton, Canada.

Mr. Tadulan discussed the dockwall installation and inspection in Green Bay noting that the dockwall was first constructed in 1994 with an anchor wall and tie rod connectors that secure it. The project was funded with a WisDOT HAP with Brown County and Western Lime helping fund the project which had a total cost of \$855,477. The dock that shoulders Leicht Park has a total length of 2,600 feet. NDT measurements were carried out every 50 feet, where three levels of sheet heights were accessed, at waterline, midwater, and mudline. The dock itself was

also inspected. The inspection results showed that all timber fenders that were installed to protect the steel sheets need replacement. Two patches were needed to weld sheet holes underwater. It was recommended to return for another inspection in two to three years to monitor the condition of the wall.

Mr. Tadulan explained when and how long the recommended actions would take. These changes could fall into the Harbor Assistance Program. The ownership of the dock was moved to Brown County Port in 1994 for a term of 25 years. The ownership has now reverted to Graymont, so in terms of maintenance, it would be the responsibility of Graymont. Mr. Tadulan raised this issue with his management in Canada and maintenance has been scheduled for 2022.

Hank Wallace asked about the upcoming ships that will be docking in Green Bay with Great Lakes Cruise Ships. Mr. Wallace wondered if any state or city funding would be coordinated in efforts to repair the dock wall. Mr. Tadulan discussed the projects that are in discussion, such as improving the flag area, as well as increasing mooring capacity. The agreement between Graymont and the City of Green Bay regarding the section of Leicht Park that Graymont is in ownership of expired three years ago. There are communications and plans in motion to renew the agreement. Graymont is in full support in improving the wall. Mr. Haen elaborated on the agreement between the previous owners, Western Lime, with the city. While Western Lime had retained ownership of the dock, they gave it to the City of Green Bay to use and hold the leasing rights. This took part of the taxes off for Western Lime/Graymont. Graymont will need a new lease with the city to continue that. Mr. Feldhausen mentions that during one of the last Tall Ships Festival, a letter was submitted to the City of Green Bay regarding this issue. Mr. Haen questioned if Graymont is prepared to make the improvements. Mr. Tadulan confirmed yes.

Mr. Haen proposed that while Graymont is renewing their leasing agreement with the City of Green Bay that Graymont should consider charging dockage fees to the new cruise ships to help cover the cost of repairs and improvements. Mr. Tadulan responded that Graymont is committed to work with the City of Green Bay and ready to support with what the City of Green Bay proposes to do. Graymont has the dock wall, they will give it to the City, but they need to cover their liability. Mr. Haen commented that Graymont's commitment should be recognized in that regard.

Mr. Tadulan finished his presentation with questions from the Harbor Commission.

Barb LaMue asked if Graymont was able to map geographically where their limestone comes from and how it gets to Green Bay. Mr. Tadulan explained that they get their limestone from a quarry in Gullivar, MI where it is placed on a barge and shipped.

Bryan Hyska asked about the efficiency of utilizing a port location versus transporting by rail or truck. Mr. Tadulan gave the example of the quarry in Fond

Du Lac, WI that is close to the plant in Eden, WI. The cost to produce one ton is cheaper than Green Bay, but the cost of transporting to Green Bay from the Fond Du Lac quarry would send the cost through the roof if using rail or truck transporting.

Mr. Wallace asked that with the number of employees that Graymont has, is there a lot of opportunity to move around or get moved to different locations? Mr. Tadulan said that there is movement but not a significant amount. Much of the travel and relocating of employees was halted during the COVI-19 Pandemic.

Mr. Hyska commented that having terminal operators come in and present updates was a fantastic idea.

7) Approval/Modification - 2022 Budget

Director Haen began by presenting the memorandum attached to the 2022 Budget. Port of Green Bay will be continuing their efforts with the Pulliam Power Plant project, renewing Renard Island, and assisting the City of Green Bay with cruise ship arrivals.

General Port Budget items noted were changes to Charges & Fees due to dock wall lease renewals. Expenses in 2020 were dismissed, so numbers used are from 2019. Contracted Services & Professional Services are budgeted to be used to work on beneficial dredge materials from Bayport. Mr. Feldhausen asked if services from Leonard & Finco were included in that number. Mr. Haen clarified that Leonard and Finco would be included in Harbor Fees for Public Relations.

Harbor Fee Budget items include fees that are charged to terminal operators for commodities they are transporting through the Port. The Harbor Assistance item reflects the operation of Bayport. The biggest change in budget is at this spot with the anticipated new revenue in the assumed lease value of GLC's existing lease. Expenses are static, with no anticipated expenses from Bayport.

Mrs. LaMue questioned the source of the numbers in Road Repair and General Engineering as they were not reflected in a budget year. Mr. Haen and Mr. Walter clarified that the money was earnest money that the Port had to give to Public Service to sit with the title company until the transaction was completed. Mr. Hyska questioned the amount under Material Management and why there was a significant increase for 2022. Mr. Haen explained that GEI may undertake a compost demonstration project using dredge materials, woodchips, manure, etc.

A motion to approve the 2022 Budget was made by Barb LaMue and seconded by Hank Wallace. Unanimously approved.

8) Pulliam Plant Redevelopment Project

Mr. Walter began by explaining the funding opportunities that the Port of Green Bay is pursuing. WEDC Grant was received earlier in the year for \$500,000 for the initial purchase of the plant. The purchase agreement does not close until WPS agrees to the final execution of the agreement.

Current funding sources that the Port is pursuing:

- Earmarks through US Senator Tammy Baldwin's office
- Rail Infrastructure grants
- Harbor Assistance program grant request – submitted Aug.1
- City of Green Bay

The Port is working on getting Marine Highway Project Designation to begin next year. Getting the designation will open new avenues for funding.

Mr. Haen will be testifying in the State Senate in support of an Assembly-passed bill that designates \$5 million to the C. Reiss Coal project. Mr. Haen is optimistic that the Governor will not veto it. Holding money through the State will be important to match with a Federal Grant. Mrs. LaMue referred to a previous conversation regarding the Maritime Highway Project Designation for which Sturgeon Bay was an applicant. Mrs. LaMue asked if the Pulliam Plant redevelopment project designation would piggyback-off of that application. Mr. Walter responded that it is a new designation as it is a different project, and the Pulliam Plant project is looking for shoreside funding for construction on an existing project.

Mr. Haen spoke on the permitting applications with the Department of Natural Resources and the Environmental Protection Agency. There is nothing that is not able to be worked on, no problems that the Port foresees. Dredge materials will be the next step to work on as beneficial reuse has been brought up. Samples will be taken to determine any PCB numbers. The State has been requested to look at the bulkhead to confirm it exists.

9) Director's Report

Mr. Haen discussed the plan modification at Bayport and beneficial reuse. The Port has spent a lot of time on the plan modification for Bayport to clean up historic files, reduce sampling, and make improvements. Part of those improvements are to get the materials out of that site for beneficial reuse. The State of Wisconsin is on board with a draft of their approval, allowing the Port to take PCBs up to 10 ppm (parts per million). The State of Wisconsin brought in the Environmental Protection Agency to oversee and their classification is that any material containing PCBs over 1 ppm is considered remediation waste. The EPA wants the historic dredge material capped. The future of Bayport and beneficial reuse (if any) is brought into question. What would happen to new dredge material if PCBs were detected over 1

ppm? Mr. Haen stated that his opinion is that the EPA should then find a place to store the material. There was discussion about how to resolve this..

Mr. Wallace asked if there was written content from the EPA that states that the river is clean. Mr. Haen said yes and further explained in letters that were written to the EPA regarding the dredge material that is on Bayport and Renard Island, the Port stated that if they were going to remediate that the two locations should be included. The EPA responded that the two locations were not included in the project. Mr. Wallace stated that it seems to be becoming a political situation quickly. Mr. Feldhausen said that a change in position by the EPA must have legal defenses, but agrees that it is definitely a political issue.

10) Tonnage Report

Tonnage reports for June and July were distributed for Commission review.

11) Acknowledgement of Bills

A listing of the bills paid in June and July was reviewed by the Commission.

12) Such Other Matters as Authorized by Law

No other matters.

13) Adjourn

A motion to adjourn the Harbor Commission meeting at 11:50 am was made by Ron Antonneau and seconded by Hank Wallace. Unanimously approved.

Tom Klimek, President
Harbor Commission

Dean R. Haen, Director
Port & Resource Recovery Department