



# THE PORT OF MILWAUKEE





# The Port of Milwaukee

**The Port of Milwaukee is a critical  
transportation and distribution  
link to Southeastern Wisconsin's  
Economy**

# **The Commercial Port's** **Mission**

The Mission of the Port is to enhance the overall economic and social environment of our region by stimulating trade, business and employment.

Consistent with the Port's water-related location, the Port shall strive to be a premier provider of transportation and distribution services for its commercial customers and support public recreation, leisure and other uses the Port deems to be in the public interest.

**Shipping through the Port of Milwaukee saves area consumers over \$58 million annually on transportation costs.**



Here's the Bulk  
of it...

## Transportation & Distribution!



Over 3,000,000 tons of **Bulk** cargoes  
- **salt, coal, grain and cement** -  
are transported through the Port  
yearly.

# The Port distributes salt north to Fond du Lac, west to Madison and Rockford, and south to O'Hare.



Salt - 250,000 lane miles of streets are covered with the Salt distributed from the Port.

It takes  
**180** rail cars or  
**692** trucks to carry  
the same load as just  
**1** cargo ship.

The Port brought in 2.6 billion pounds for the 2007/2008 shipping season and its almost all gone.





AREA CEMENT  
USERS **SAVE**  
**\$14.7**  
**MILLION**  
ANNUALLY BY  
USING THE  
PORT OF  
MILWAUKEE



Cement - during an average year,  
the amount of cement that is  
transported through the Port is  
enough to pave an interstate  
between Madison and  
Minneapolis



# Grain Exports, including corn, wheat and soybeans, originate within a 100-mile radius of the City of Milwaukee



## Nidera Grain Elevator

Grain exported through the Port amounts to an average 528 farms harvested in SE Wisconsin.



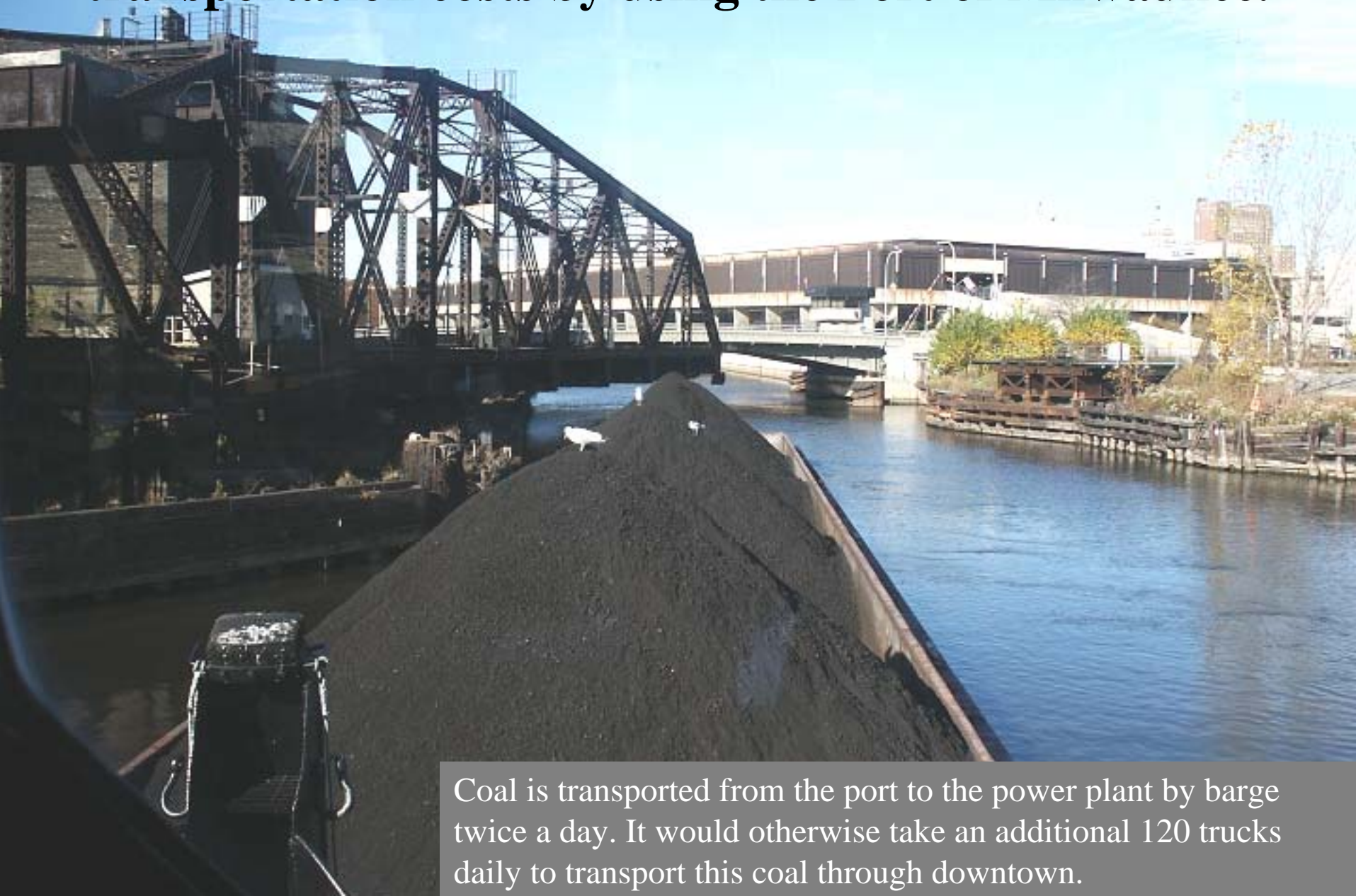


Coal arrives in these mammoth “Lakers”  
and distributed inland by hopper barge.





**WE Energies annually saves \$15.3 million in transportation costs by using the Port of Milwaukee.**



Coal is transported from the port to the power plant by barge twice a day. It would otherwise take an additional 120 trucks daily to transport this coal through downtown.



# **BREAKBULK** is the Most Labor Intensive and Most Valuable of cargoes.



Bulk commodities make up the majority of our tonnage - *BUT* - on a per ton basis **Breakbulk cargoes**, (i.e. machinery, steel, transformers, wind turbines) **produce more revenue and more jobs.**





# Winning the deals



**Our stevedore for  
breakbulk cargoes,  
Federal Marine  
Terminals,  
competes with other  
Great Lakes ports  
as well as ports in  
the Gulf and East  
Coast for these  
cargoes.**



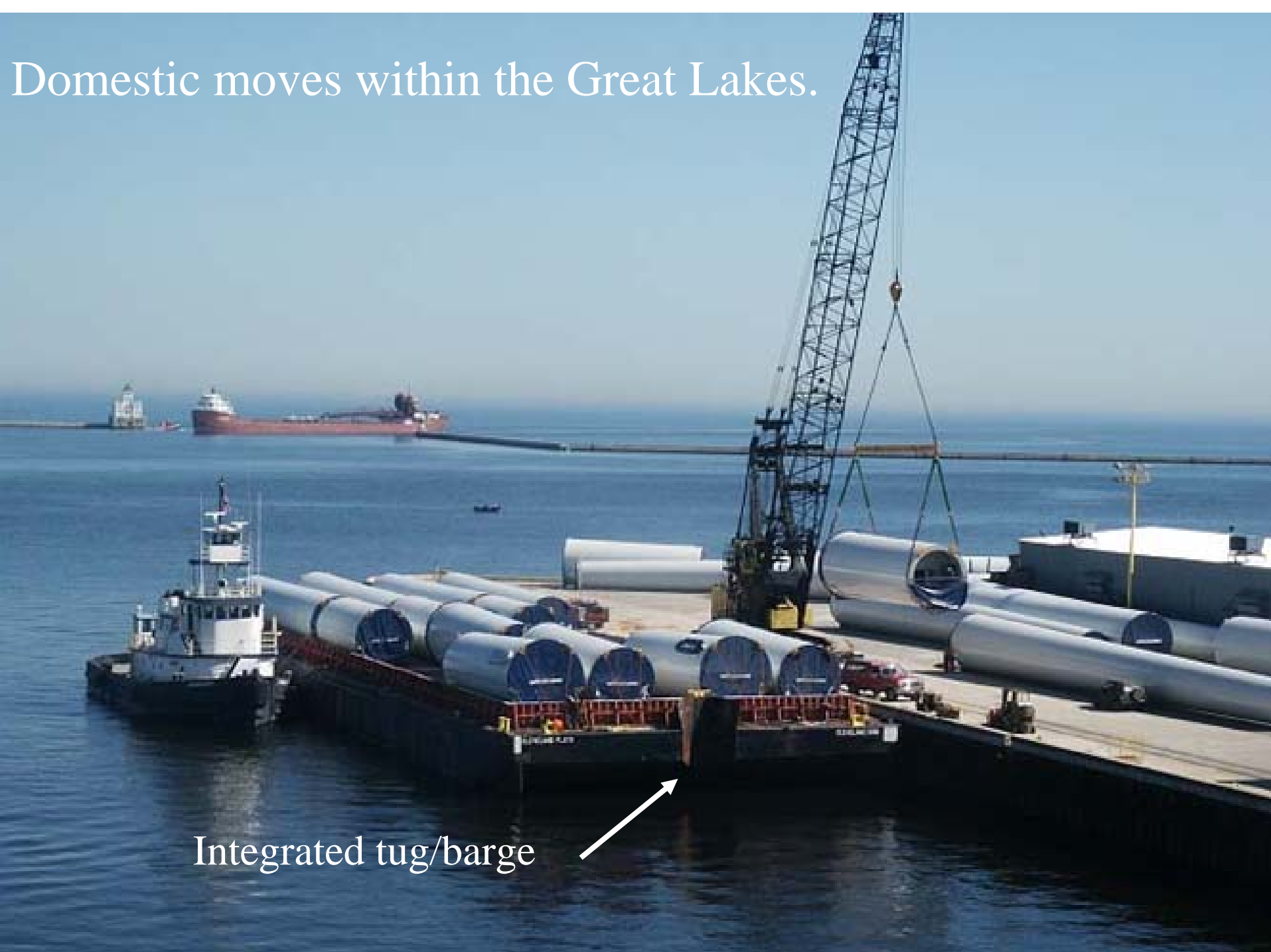
# POWER GENERATION



Windmill farms are increasing rapidly in the plains and Midwestern parts of the United States. The Port of Milwaukee has handled projects for wind farms in Minnesota and Illinois and Iowa.



Domestic moves within the Great Lakes.

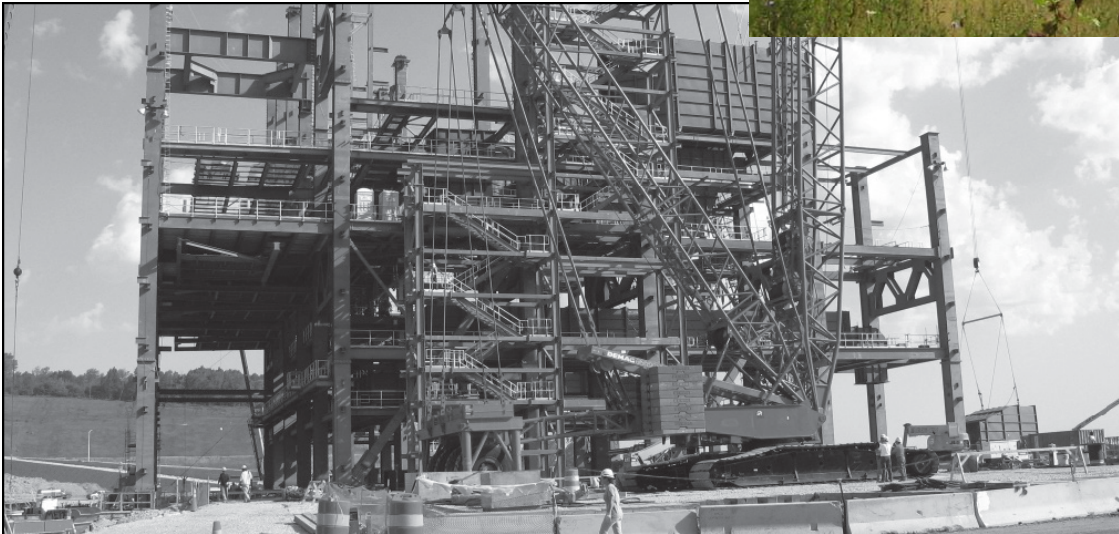


Integrated tug/barge





# Oak Creek Power Plant Project



Many components to build this plant were manufactured at the Port by Gillen and Advance Boiler and Tank and barged to the Oak Creek site.

# Local companies mining the world's resources



The Port is used for the exports of goods such as mining equipment to the farthest corners of the earth. The heavy lifting capacity of our cranes (440,000 pounds) is required to load these machines.



**Roughly \$87 million  
in steel products are  
shipped to the Port  
by area  
manufacturers on a  
lowest cost basis.**




# What do Slim Fast and beer have in common?



57,000 tons of tin plate



A large industrial warehouse with a high ceiling and exposed steel beams. The floor is concrete. On the left, there are several tall stacks of large, cylindrical steel coils, each wrapped in a light-colored protective material. In the center, more stacks of similar coils are visible, arranged in a row. On the right, there are more stacks of coils, and in the foreground, a pallet loaded with a stack of flat steel sheets. The lighting is warm, coming from recessed lights in the ceiling, creating a bright atmosphere. The overall scene depicts a well-stocked steel distribution center.

**Our warehouses distribute approximately 150,000 tons of steel yearly, 80% of which went go Wisconsin manufacturers.**



**3 lifts per truck**  
**Average 20**  
**minutes to load**  
**one truck;**  
**four trucks**  
**loaded**  
**simultaneously.**

**Economic impact for one project:**  
**10,000 man hours to unload 20,000 tons of**  
**pipe for the Guardian Pipe Project.**

Just how do  
those ships get  
here?



IT TAKES 4-1/2 DAYS FOR A SHIP TO TRAVEL FROM MONTREAL TO MILWAUKEE.





# DO YOU KNOW WHY WE DON'T GET CONTAINER SHIPS IN THE LAKES?

## THE LAKES?

Ocean ships are limited to the size of the St. Lawrence Seaway locks

- maximum of 740 feet long
- 78 feet wide (beam)
- 26'3" foot draft, and
- 116.5 feet above water



ARONIKOS  
IROQUOIS LOCK, ON

2001. 6. 26 13:08

5K6

# JOBS

- Jones Island employs roughly 350 people.
- The commercial port is directly or indirectly responsible for over **2,000** jobs including truck drivers, tug boat operators, railroad workers, etc.



# INTERMODAL moving containerized cargo by ship/rail/truck



Containers are available at the Port on the sixth morning after the train leaves Vancouver, and on the third morning after leaving Montreal.



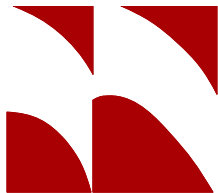
Customers can pick up their container within minutes of unloading the train with virtually no waiting time to load trucks.



# Transload



# INLAND RIVER SYSTEM



## TRANSPORTATION CONNECTIONS





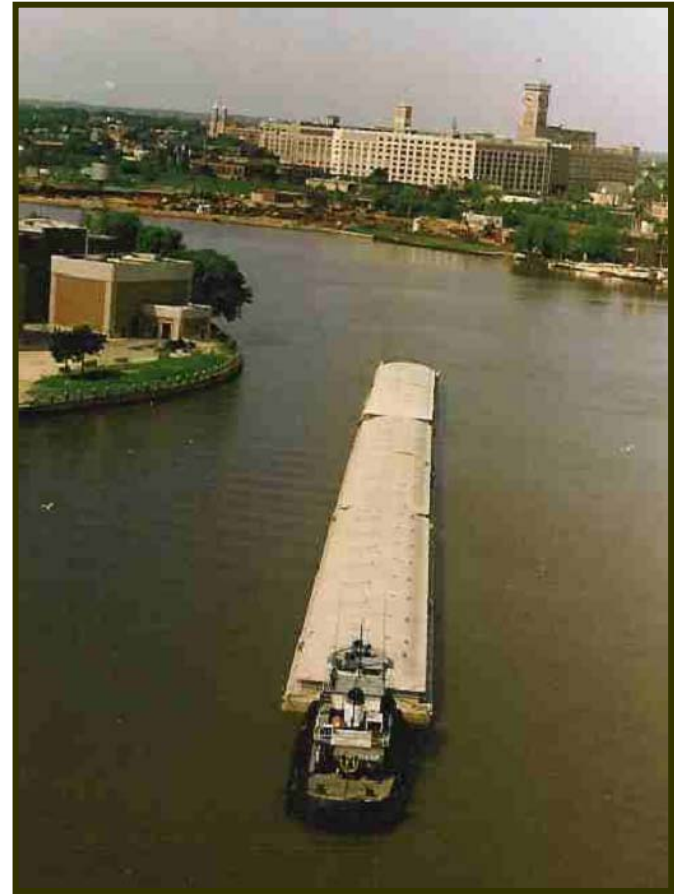
Barging is friendly  
to the environment.

The Eastman study (sponsored by the United States Departments of Energy and Transportation) shows that the distance **one gallon of fuel can move one ton is 59 miles by truck, 202 miles by train, and 514 miles by water.**



Waterway  
transportation provides  
competitive shipping  
rates, keeping truck  
and rail costs low.

It is **important to note** that the energy efficiency of barge transportation results in other environmental benefits besides the obvious fuel savings. As a consequence of being less energy intensive than other modes, **on a ton-mile basis water transport also produces less air pollution, -- and is usually quieter.** The less energy used, the less air pollution produced.





# SO WHAT DO WE DO IN THE WINTER?



Winter Mooring at the Port gives the vessel owners a chance to do maintenance to keep the vessels running during the shipping season.





# Economic impact of winter ship repairs is between \$1 and \$3 million annually.

Winter vessels arrive early January...



and leave by mid-March.

Distribution of commodities that arrived during the shipping season continue throughout the winter.



**SUPPORTING PUBLIC  
RECREATION AND  
LEISURE FOR A BETTER  
QUALITY OF LIFE.**





# CITY OF FESTIVALS



The Board of Harbor Commissioners is landlord to the 70 acres along the City's lakefront commonly known as the Summerfest grounds, dedicated to entertaining the public.





DISCOVERY  
WORLD



# Discovery World at Pier Wisconsin

- new cruise ship dock



Small ships like the Grand Mariner make 4 to 5 trips each year to the new cruise ship dock at Pier Wisconsin.

International and domestic cruise ship business began in 1997 with the c. Columbus.





The successful Lake Express passenger/auto ferry started its cross lake service in 2004.



Passengers enjoy the stress free 2-1/2 hour boat trip across Lake Michigan in lieu of the congested car trip through Chicago and Indiana.

# Clean Rivers





PORT OF MILWAUKEE

HARBOR SEAGULL



The two vessels will pick up this many logs out of the downtown river system on a daily basis.



# CAPITAL IMPROVEMENTS PLAN REQUEST 2012

Dockwall & Breakwater Rehabilitation

Pier, Berth and channel Improvements

Confined Disposal Facility

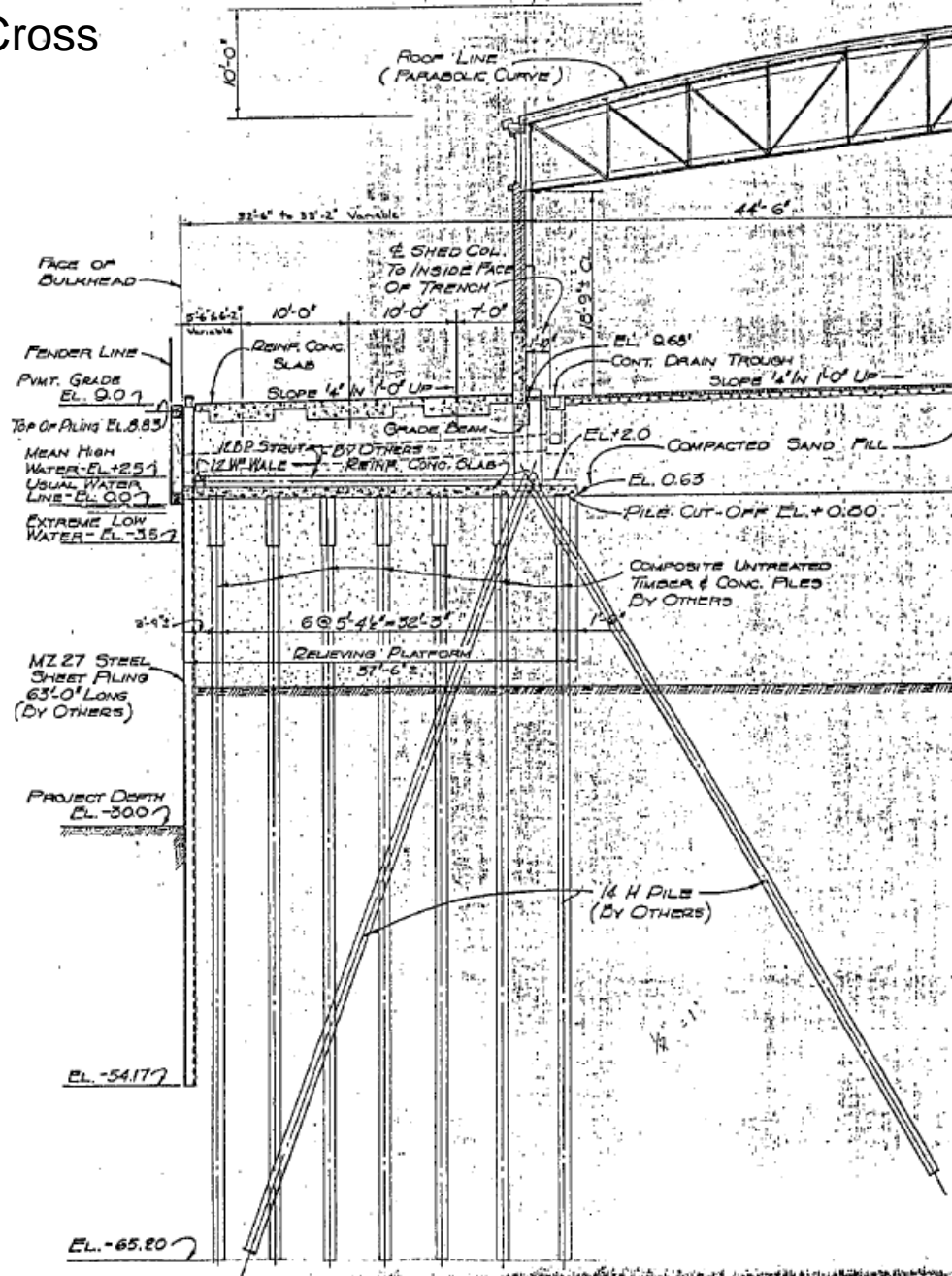
Port Security

# Dockwall & Breakwater Rehabilitation

- This is an ongoing program that allows the Port to maintain ten miles of dockwall to serve the Port area.
- The Program is necessary to avert safety concerns, costly emergency repairs and delay in cargo operation.
- Lease documents often require the dockwall to be kept in a useable condition.
- Loss of revenue may result if the dockwall are not kept in a safe and usable condition.

- Dockwall vary in age and condition some are over 100 years old.
- Dockwalls are made of many different type of material.
- Dockwalls are subjected to varying load conditions.
- Use and loading often change

# Typical Dock Cross Section



# Type of Dock loading



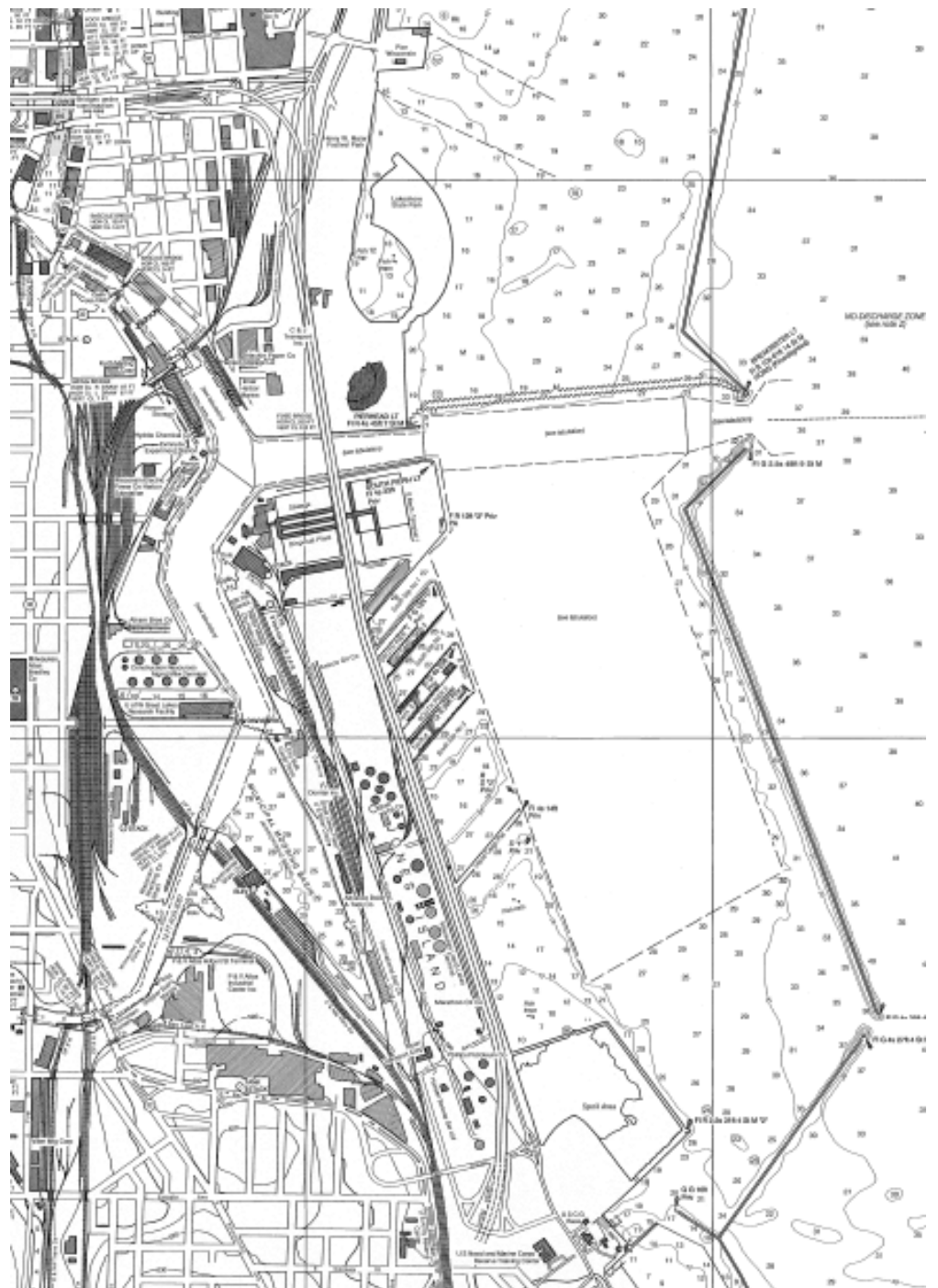
# Type of Dock Loading



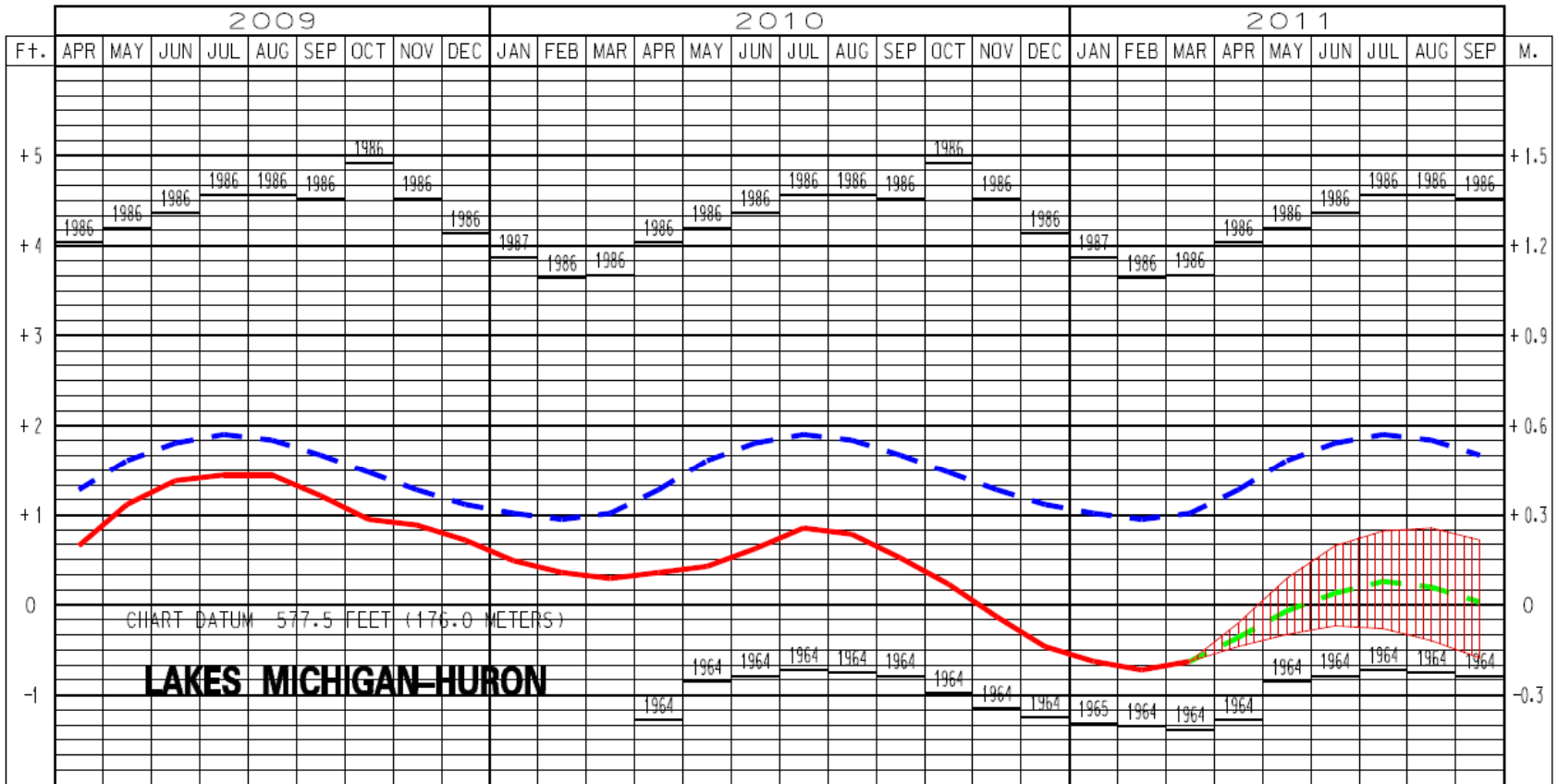
# Pier, Berth and channel Improvements

- This is an ongoing program that allows the Port to seek WIDOT Harbor Assistance Grants projects for new and existing Port Facility. 80% of any improvements under this program are paid by the State.
- The Program is necessary to avert safety concerns, costly emergency repairs and delay in cargo operation.
- Lease documents often require facilities to be kept in a safe and useable condition.
- Loss of revenue may result if the facilities are not kept in a safe and usable condition.





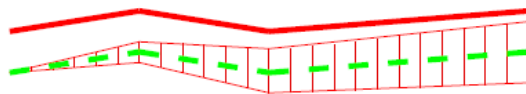
# LAKES MICHIGAN-HURON WATER LEVELS - APRIL 2011



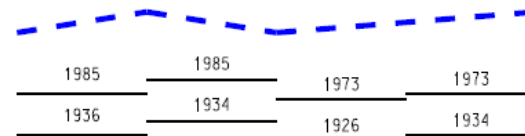
## LEGEND

LAKE LEVELS

RECORDED  
PROJECTED



AVERAGE \*\*  
MAXIMUM \*\*  
MINIMUM \*\*



\*\* Average, Maximum and Minimum for period 1918-2010

Like snow that fall on roads, material that settles out in the shipping channel needs to be removed to kept the ships moving.



The material is dredged and placed in a dredge material management facility creating new usable land over time.



# Confined Disposal Facility Improvements

- This is an ongoing program that allows the Port to work with the U. S. Army Corps of Engineer and the WIDOT to sustain continued restoration of the current and expanded confined disposal facilities into useable waterfront land.
- The land created will be turned over to the City for future use.



# Thank you

**Port of Milwaukee**

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