



# WISCONSIN COMMERCIAL PORTS ASSOCIATION

## \$1.4 billion economic impact attributed to Wisconsin Great Lakes ports

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Port of Prairie du Chien

Port of Sheboygan

Port of Superior

Port of Washburn

### For Immediate Release

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(Superior, WI) The [Wisconsin Commercial Ports Association](#) (WCPA) today released study findings that revealed the Wisconsin Great Lakes ports had an economic impact of \$1.4 billion, supporting over 7,400 jobs. Wisconsin Great Lakes ports that were analyzed in the study include Green Bay, Manitowoc, Marinette/Menominee, Milwaukee, Sturgeon Bay and Superior/Duluth. A total of 27 million metric tons of cargo was moved through these Wisconsin ports in 2017.

The study, [Economic Impacts of Maritime Shipping in the Great Lakes-St. Lawrence Region](#), found that 2017 maritime commerce in Wisconsin supported the following:

- 7,484 jobs
- \$1.4 billion in economic activity
- \$480 million in personal income and local consumption expenditures
- \$241.1 million in federal, state and local taxes

“One of the goals of the WCPA is to promote and encourage the public's understanding of the value of shipping and ports to our communities; and this study reveals exactly what that value is,” explained Dean Haen, [Port of Green Bay](#) Director and WCPA President. “The shipping industry does have a tremendous impact on the state of Wisconsin, in helping move such valuable commodities as coal, limestone, petroleum products, cement, steel, grain, iron ore and salt. These commodities are shipped between U.S. and Canadian ports and world markets, through the St. Lawrence Seaway. They are critical to products used in infrastructure, transportation and manufacturing across the state, country and world.”

“The economic impact of shipping in Wisconsin is substantial,” said Adam Schlicht, [Port of Milwaukee](#) Director. “When we look at the economic impact of \$1.4 billion, that’s a combination of how much revenue maritime businesses in our state are generating and how much their employees are spending with their income. Both of those sources flow money into our communities’ and our state’s economy. To be able to generate that kind of revenue and support over 7,000 jobs is something worth acknowledging and appreciating.”

The Soo Locks are an integral link in Great Lakes shipping; the study found that the commerce that came to Wisconsin by way of the Soo Locks accounted for 13 percent of the jobs and 17 percent of the economic impact by all Wisconsin shipping.

(More)

“It’s evident, based on the impact of the commerce that flows through the Soo Locks, that we can’t underestimate the importance of the Locks,” said Jason Serck, Planning and Port Director of the City of [Superior](#). “If the Soo Locks were to fail, the state would lose the support of nearly 1,000 jobs and \$237 million in economic impact. These study results provide strong support for building a second ‘Poe-sized’ lock to create redundancy and ensure reliability in this critical transportation system.”

A unique asset in Wisconsin’s maritime commerce is the shipbuilding industry. Three shipyards in the state build and maintain commercial and military vessels while employing 2,200 workers with an annual payroll of \$107 million.

“This study puts a number to something that isn’t easy to measure: the value of shipping and ports to our state,” added Haen. “Now we can use these findings to validate the contributions this industry makes and analyze the best future investments we can make to further strengthen the economy and employ even more people in Wisconsin.”

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#### ***About the Economic Impacts Study***

The *Economic Impacts of Maritime Shipping in the Great Lakes-St. Lawrence Region*, which uses 2017 data, was conducted by economic consultants Martin Associates of Lancaster, Pennsylvania, a global leader in transportation economic analysis and strategic planning. Martin Associates was retained to perform this analysis by a coalition of U.S. and Canadian Great Lakes and St. Lawrence marine industry stakeholders, including: Saint Lawrence Seaway Development Corporation, the St. Lawrence Seaway Management Corporation, the American Great Lakes Ports Association, the Chamber of Marine Commerce, the Lake Carriers Association, and the Shipping Federation of Canada. The analysis was developed from comprehensive interviews with more than 750 individual firms with 1,105 operations throughout the region. The report provides the navigation community, transportation planners, government policy makers and the general public with an assessment of the economic impacts of the entire Great Lakes-St. Lawrence Seaway navigation system.

#### ***About the WCPA***

The Wisconsin Commercial Ports Association (WCPA) was created in 2001 by the municipal commercial ports of Wisconsin. Since then, the membership has grown to include privately operated terminals and port related service providers including engineering firms, construction companies, state and federal government agencies, port service providers, representatives from other modes of transportation and more. The purpose of WCPA is to provide a medium for the exchange of ideas, methods, information, and experiences as they relate to port management; promote and encourage legislation and regulation on all levels for the good of Wisconsin ports and shipping; promote and encourage the public's understanding of the value of shipping and the port to the community; and cooperate with all governmental agencies and industry organizations having a primary goal of "Growing Waterborne Transportation in Wisconsin."

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