



US Army Corps
of Engineers ®



Detroit River, MI

Project Features

- One of the Great Lakes connecting channels, flowing south from Lake St. Clair to Lake Erie
- Authorization: Rivers & Harbors Acts of 13 Jun 1902, 3 Mar 1905, 25 Jun 1910, 4 Mar 1913, 2 Mar 1907, 2 Mar 1919, 3 Jul 1930, 30 Aug 1935, 26 Aug 1937, 2 Mar 1945, 24 Jul 1946, 17 May 1950, 21 Mar 1956, 14 Jul 1960, 13 Aug 1986
- Deep draft commercial project
- Project depths vary from 25 to 29 feet
- Total of 76 miles of federal channels, including up-bound and down-bound channels
- 48.8M tons traversed the Detroit River in 2021
- Waterborne Commerce Statistics Center combines Detroit and Rouge River as the Port of Detroit, with combined tonnages of 9.7M ranked 9th among Great Lakes Harbors and 49th among US ports in 2021.
- Water level compensating dikes were constructed in the channel
- Material dredged from the Detroit River is placed in the Pointe Mouillee CDF located in Lake Erie.
- Major stakeholders: U.S. Coast Guard, Carmeuse Lime, Detroit Bulk Storage Inc., Detroit Steel, Edward C. Levy Co., J.W. Westcott Co., Harridon Terminal Inc., Holcim Inc., Koenig Fuel & Supply, Lafarge, Marathon Ashland Petroleum LLC, Michigan Marine Terminal, Morton Salt, Motor City Materials, Nicholson Terminal and Dock Co., AK Steel, St. Marys Cement, the Rockdock LLC, and U.S. Steel Corp

Project Requirements

- Channel obstruction removal is required on an annual basis.
- Requires periodic maintenance dredging on a 1- to 2-year cycle of approximately 200,000 cubic yards



- Maintenance dredging will be conducted in 2023 utilizing FY22 and FY23 appropriations. Dredging funds were also identified in the FY24 President's Budget.
- Compensating dikes require periodic maintenance.
- FY23 funds will be used to develop dredged material management strategies for the CDF.
- Routine maintenance of the CDF will be conducted with FY23 funds and planned FY24 President's Budget.
- There is a significant amount of backlog material along the channel sides.

Consequences of Not Maintaining the Project

- If the channel were closed to commercial traffic, commodities would have to be transported by rail and truck. This would increase annual emission rates by over 413M lbs of harmful particulate matter (PM-10) and increase costs by \$92.4M due to increased railroad related accidents, and \$61.8M due to increased trucking related accidents.
- Light loading: loss of between 1 and 2 feet of channel depth in the Detroit River results in increased transportation costs of between \$6.5M and \$21.9M annually
- Disruption of service would have severe maritime and economic impacts.

Transportation Importance

- Great Lakes connecting channel between Lake St. Clair and Lake Erie
- Key component of the Great Lakes and St. Lawrence Seaway navigation system
- Commodities transported through these channels include coal, iron ore, crude materials, manufactured goods, chemicals, steel products, petroleum products, food and farm products, as well as other general cargo, including overseas cargo.
- Waterborne transportation facilitated by the harbor supports \$653.1M in business revenue, 2,905 direct, indirect, and induced jobs, and \$209.5M in labor income to the transportation sector.
- Commodities handled by the harbor support \$16.8B in business revenue, 91,512 direct, indirect, and induced jobs, and \$4.8B in labor income.
- The Detroit River is the home port of the U.S. Coast Guard’s 140-foot-long ice breaking cutter, Bristol Bay.
- The U.S. Coast Guard Sector Detroit station is located along the banks of the Detroit River. It is responsible for the operations of subordinate commands including search and rescue, law enforcement, aids to navigation, ice breaking, ice rescue, and maritime homeland security.

**U.S. Army Corps of Engineers Fiscal Year (FY) 2022, 2023, and 2024
Detroit River, MI – Project Requirements and President’s Budget (\$1,000)**

Work Package	FY22 Requirement	FY22 Appropriation*	FY23 Requirement	FY23 Appropriation	FY24 Requirement	FY24 President’s Budget
Project Condition Surveys	1,387	1,387	1,399	1,399	1,472	1,472
Strike Removal	2,970	2,970	3,035	3,035	3,150	3,150
Maintenance Dredging	3,130	3,130	3,150	3,150	3,260	3,260
Dredged Material Management	0	0	250	250	0	0
Repairs to Dredged Material Disposal Facility and Material Management	3,500	3,500*	0	0	0	0
Dredged Material Disposal Facility Maintenance	0	0	350	350	350	350
Repair to Project Office Boat Slip	2,000	2,000	0	0	0	0
Industrial Hygiene Services	75	75	25	25	79	79
Great Lakes Navigation System Historic Context Report	0	0	0	0	425	425
Cultural Resources Management and Curation	36	36	36	36	38	38
Real Estate Management	37	37	36	36	38	38
Environmental Compliance (ERGO) Management	10	10	10	10	11	11
TOTAL	13,145	13,145	8,291	8,291	8,823	8,823

**Funded with supplemental funds, Bipartisan Infrastructure Law (BIL)*

Congressional Interests

- Representative Debbie Dingell D-MI-6
- Representative Shri Thanedar D-MI-13
- Senator Gary Peters D-MI
- Senator Debbie Stabenow D-MI