



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
- 52M tons traversed the Detroit River in 2019
- 13.3M tons of material shipped and received for the Port of Detroit in 2019
- Port of Detroit ranked 3rd in tonnage among Great Lakes harbors and 42nd among U.S. ports in 2019
- Water level compensating dikes were constructed in the channel
- Material dredged from the Detroit River is placed in the Pointe Mouillee confined disposal facility 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.



- FY20 dredging contract was completed fall 2020 removing 216,520 cubic yards. Additional dredging is scheduled to begin in summer 2021 with FY21 funds.
- Compensating dikes require periodic maintenance.
- FY19 periodic maintenance of the CDF completed in 2020. Additional CDF maintenance will be completed summer 2021 with FY21 Workplan funding.
- Additional maintenance dredging is required.
- 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) 2020, 2021, and 2022
Detroit River, MI - Project Requirements and President’s Budget (\$1,000)**

Work Package	FY20 Requirement	FY20 Appropriation	FY21 Requirement	FY21 Appropriation	FY22 Requirement	FY22 President’s Budget
Project Condition Surveys	1,138	1,138	1,172	1,172	1,387	1,387
Strike Removal	2,800	2,800	2,856	2,856	2,970	2,970
Maintenance Dredging – Primary Work Package	2,000	2,000	3,130	3,130	3,130	3,130
Maintenance Dredging – Backlog Work Package	0	0	1,500	0	2,000	0
CDF Fill Management/ Maintenance	0	0	350	350	0	0
Industrial Hygiene Assessment of Detroit Area Office Facilities for CISOHMS compliance	100	0	0	0	75	75
Cultural Resource Management (Env. Stewardship) for Nav	0	0	42	35	36	36
Real Estate Management	31	31	35	35	37	37
Environmental Compliance	0	0	0	0	10	10
Other Business Lines						
Environmental Stewardship	41	34	0	0	0	0
TOTAL	6,110	6,003	9,085	7,578	9,645	7,645

Congressional Interests

- Representative Debbie Dingell D-MI-12
- Representative Brenda Lawrence D-MI-14
- Senator Gary Peters D-MI
- Senator Debbie Stabenow D-MI