



US Army Corps
of Engineers ®



Duluth-Superior Harbor, MN and WI

Harbor Features

- Located at the western end of Lake Superior
- Authorization: Rivers & Harbors Act of 3 Jun 1896
- Deep draft commercial harbor
- Project depths: 28 to 32 feet in the entrance, 27 feet deep in the commercial route channels, and 20 to 23 feet in inner channels
- 33.7M tons of material shipped and received in 2019
- Ranked 1st in tonnage among Great Lakes harbors and 20th among U.S. ports in 2019
- Over 10,000 feet of structures including breakwaters, piers, and revetments
- Over 18 miles of maintained channel
- Erie Pier Confined Disposal Facility (CDF), located within the St. Louis Bay; has only 3 to 5 years of capacity remaining
- Since 2013, dredged material has been placed in the 21st and 40th shallow water embayments in the harbor, used locally as beach nourishment at MN Point, and in the construction of environmental remediation and endangered habitat projects.
- Major stakeholders: U.S. Coast Guard, Azcon, BNSF, C. Reiss Coal, Calumet Superior, Canadian National, Cenex Harvest States, CHS, Cleveland-Cliffs, Cutler Magner, Duluth Lake Port, Gavilon Grain LLC, General Mills/Cargill, Greymont LLC, Hallet Dock, Hansen-Mueller Co., Holcim Inc., Lafarge, Marine Tech LLC, Midwest Energy, Murphy Oil, North American Salt Co., Northland Bituminous, and Riverland Aggregates



Project Requirements

- Approximately 110,000 cubic yards of material must be dredged each year.
- The harbor was last dredged in 2020 and is scheduled to be dredged again in 2021.
- Dredged material will be placed along MN Point beaches in 2021 to mitigate shoreline erosion.
- Outer portion of Superior Entry north pier repair is expected to be completed by contract during 2021, with FY19 and FY20 funds.
- Settling ponds at Erie Pier require excavation approximately every 3 to 5 years.
- Repairs to Superior Entry north revetment completed in 2020.
- Design is needed for shoreline protection on north side of Duluth office facility due to high water and storm impacts.
- Steel sheet pile installation/repair is expected along the Corps of Engineers Vessel Yard South Pier during FY21. Additional funds needed to continue design repairs for North and East Piers.

Consequences of Not Maintaining the Project

- If the harbor closed to commercial traffic, commodities would have to be transported by rail and truck. This would increase annual emission rates by over 278M lbs of harmful particulate matter (PM-10) and increase costs by \$51.8M due to increased railroad related accidents and \$83.8M due to increased trucking related accidents.
- Light loading; losses of between 1 and 2 feet of channel depth results in increased transportation costs of between \$1.3M and \$7.7M annually
- Loss or relocation of over 11,500 jobs dependent upon port activities
- Cessation or relocation of commercial shipping activity in the region

Transportation Importance

- Major international port on the Great Lakes and harbor of refuge; westernmost harbor in the United States with direct access to the Atlantic Ocean
- Commodities shipped or received include iron ore, coal, forest products, petroleum, grain, general cargo, steel, scrap iron, and wind turbine parts.
- The port supports \$1.4B in business revenue, 4,7881 direct, indirect, and induced jobs, \$504M, and generates \$240M in federal and state tax revenue.
- Port of International Trade
- Commodities handled by the Port and Great Lakes-St. Lawrence Seaway System at large support \$35B in business revenue, 237,868 jobs, and \$14.2B in wages throughout the US and Canada.
- Home port of U.S. Coast Guard's 225-foot-long cutter Alder. Home to U.S. Coast Guard auxiliary station and Marine Safety Unit, responsible for port safety and security, marine environmental protection, and commercial vessel safety missions under the auspices of the Department of Homeland Security.
- Port of Call for Great Lakes Cruise Vessels

U.S. Army Corps of Engineers Fiscal Year (FY) 2019, 2020, and 2021

Duluth-Superior Harbor, MN and WI - Project Requirements and President's Budget (\$1,000)

Work Package	FY19 Requirement	FY19 Appropriation	FY20 Requirement	FY20 Appropriation	FY21 Requirement	FY21 Appropriation
Project Condition Surveys	603	603	627	627	646	646
Maintenance Dredging – Primary Work Package	3,000	3,000	3,000	3,000	2,350	2,350
Superior Entry N. Revetment Repairs	2,900	2,900	1,376	1,376	1,500	1,500
Superior Entry N. Pier Repair by contract	11,000	11,000	4,000	4,000	0	0
Regional Asset Management	250	250	250	250	150	150
Vessel Yard Structure Repair	6,000	0	6,000	6,000	0	0
E&D for Vessel Yard Repairs	0	0	0	0	300	0
E&D for Duluth Facility Shoreline Stabilization	0	0	0	0	480	0
Industrial Hygiene Assessment	0	0	100	0	0	0
Cultural Resources Management (Env. Stewardship) for Nav	0	0	0	0	69	69
Duluth Facility Security - CIPR	300	0	300	0	300	0
Operation/Maint. of Visitor Center for Navigation	0	0	0	0	347	347
Real Estate Management	37	37	49	33	38	38
Environmental and Real Estate Coordination for Bungee Stone	0	0	0	0	50	0
Other Business Lines						
Update Master Plan	33	33	0	0	0	0
Environmental Stewardship	65	65	68	68	0	0
Operation/Maint. of Visitor Center	715	652	742	516	453	358
E&D for Visitor Center Repairs	115	0	120	0	125	0
TOTAL	25,018	18,540	16,632	15,870	6,808	5,458

Congressional Interests

- Representative Pete Stauber R-MN-8
- Representative Tom Tiffany R-WI-7
- Senator Tina Smith D-MN
- Senator Amy Klobuchar D-MN
- Senator Ron Johnson R-WI
- Senator Tammy Baldwin D-WI