



US Army Corps
of Engineers®



Two Harbors, MN

Harbor Features

- Located on the north shore of Lake Superior, 27 miles northeast of Duluth, MN
- Authorization: Rivers & Harbors Acts of 5 Aug 1885, 30 Aug 1935, 7 Nov 1945, 14 Jul 1960
- Deep draft commercial harbor
- Project depth is 30 feet in the entrance channel and 28 feet at the upstream end of channel
- The harbor's primary outgoing cargo is iron ore pellets. 15.8M tons of material shipped and received in 2021
- Ranked 3rd in tonnage among Great Lakes harbors in 2021
- Approximately 2,500 feet of maintained federal channel and more than 2,500 feet of breakwaters
- Major stakeholders: U.S. Coast Guard, Canadian National, Minnesota DNR, city of Two Harbors, and multiple commercial fishermen.

Project Requirements

- Requires maintenance dredging on an infrequent basis; dredging is not currently required.
- The harbor was last dredged in 1976.
- Sediment sampling will be completed with FY25 funds.
- Navigation structures are primarily maintained by the government floating plant. Repairs will be completed with FY24 funds.
- Critical breakwater safety maintenance is required.
- Funds have been requested to conduct a condition assessment of the navigation structures.



Consequences of Not Maintaining the Project

- Reduction of bulk commodities passing through the harbor that generate \$11.8B annually in business revenue, and support 60,795 jobs that produce over \$290M per year in personal income in transportation and commodity related industries
- If harbor closed to commercial traffic, commodities would have to be transported by rail and truck. This would increase annual emission rates by over 133.9M lbs. of harmful particulate matter (PM-10) and increase costs by \$30M due to increased railroad related accidents and \$20M due to increased truck related accidents.
- Light loading; loss of between 2 and 3 feet of channel depth results in increased transportation costs of between \$4.9M and \$9.2M annually
- Increased risk of full structure breach which could block navigation and create unsafe navigation conditions and vessel delays in a high-use commercial harbor
- Increased risk of damages to private marine structures, docks, wharves, boat houses, moored vessels, boat landings, and other marine structures

Transportation Importance

- Major shipping port on the Great Lakes
- Two Harbors is an important harbor of refuge.
- Commodities include mostly iron ore
- Minnesota DNR invested \$1M into rebuilding the boat launch in 2012, which attracts nearly 100 boats every weekend during the boating season.
- One of the major recreational boat accesses on northern Lake Superior
- Recreational small craft harbor is in design stage for the area; this will serve as a key component of Minnesota DNR Harbor System on Lake Superior
- The Two Harbors Light Station is the oldest continuously operating lighthouse on Minnesota’s North Shore.
- Waterborne transportation facilitated by the harbor supports \$668.5M in business revenue, 2,941 direct, indirect, and induced jobs, and \$249.8M in labor income to the transportation sector.
- Commodities handled by the harbor support \$24.5B in business revenue, 127,466 direct, indirect, and induced jobs, and \$6.8B in labor income.

**U.S. Army Corps of Engineers Fiscal Year (FY) 2023, 2024, and 2025
Two Harbors, MN – Project Requirements and President’s Budget (\$1,000)**

Work Package	FY23 Requirement	FY23 Appropriation	FY24 Requirement	FY24 Appropriation	FY25 Requirement	FY25 President’s Budget
Sediment Sampling and Analysis	0	0	0	0	300	300
Navigation Structure Maintenance - Gov’t Fleet	1,000	0	1,000	1,000	0	0
Critical Breakwater Safety Maintenance	0	0	0	0	25	0
Navigation Structure Condition Assessment	0	0	0	0	10	0
Real Estate Management	6	6	7	7	7	7
TOTAL	1,006	6	1,007	1,007	342	307

Congressional Interests

- Representative Pete Stauber R-MN-8
- Senator Amy Klobuchar D-MN
- Senator Tina Smith D-MN