



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 3<sup>rd</sup> in tonnage among Great Lakes harbors and 37<sup>th</sup> among U.S. ports 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 not currently required.
- The harbor was last dredged in 1976.
- Navigation structures are primarily maintained by the government floating plant. Funding for repairs identified in the FY24 President's Budget. Critical breakwater safety maintenance will be accomplished in 2023 with 2022 funds.



### 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) 2022, 2023, and 2024  
Two Harbors, MN – Project Requirements and President’s Budget (\$1,000)**

<b>Work Package</b>	<b>FY22 Requirement</b>	<b>FY22 Appropriation</b>	<b>FY23 Requirement</b>	<b>FY23 Appropriation</b>	<b>FY24 Requirement</b>	<b>FY24 President’s Budget</b>
Navigation Structure Maintenance - Gov’t Fleet	0	0	1,000	0	1,000	1,000
Critical Structure Safety Maintenance	25	25	0	0	0	0
Real Estate Management	6	6	6	6	7	7
<b>TOTAL</b>	<b>31</b>	<b>31</b>	<b>1,006</b>	<b>6</b>	<b>1,007</b>	<b>1,007</b>

**Congressional Interests**

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