



Monroe Harbor, MI

Harbor Features

- Located on the lower reach of the Raisin River, which empties into Lake Erie, 36 miles south of Detroit, MI
- Authorization: River & Harbor Acts of 24 Feb 1835, 3 Jul 1930
- Deep draft commercial harbor
- Authorized depths of 21 feet in Lake Erie to the turning basin, which has an 18 foot depth.
- 140th leading U.S. port with just over 1M tons of material shipped or received in 2008
- The average of the highest five years over the last ten years of material shipped is 1.8M tons, ranked 35th among the Great Lakes Harbors.
- Approximately 28,000 feet of maintained Federal channel
- 328 acres available -- zoned for heavy industrial
- 1,500 feet of public dock on the turning basin
- 1,500 feet of public dock on the River
- 2,300 feet of private dock on the River (1,600 feet – Detroit Edison, 700 ft – Holcim)
- Sterling State Park Confined Disposal Facility is located just north of the harbor.
- Property served by two railroads
- Major stakeholders include The Detroit Edison Company (DTE); Michigan Paving and Materials Co.(MPMC); Monroe Recycling; Holcim, Inc.; Hickman Williams & Co.; The King Company, Inc.; MACSTEEL; Visteon Corp; U.S. Coast Guard; and Lake Carriers' Association.
- MPMC -- The complex has the ability to store 56 million gallons of asphalt products in eight, seven-million gallon tanks, and is the largest asphalt blending facility in the country. One of the asphalt blending materials typically comes only by water.



- DTE -- The Monroe Plant is a coal-fired electricity generating station with a capacity of 3,000 MW. Stack emission scrubbers using limestone as feedstock are being installed. Limestone shipment started in 2009 and will reach an annual average of 300,000 tons by 2013. Vessels also deliver 1.5M tons of coal annually to the facility.
- Monroe Recycling (operational fall 2006) The facility has 1,500 feet of River Raisin dock frontage. Over 4,100 feet of rail line will be extended to and along the river dock at a cost of \$538,000. Water borne shipments will include scrap metal and bulk commodities.

Project Requirements

- Dredging of approximately 110,000 to 165,000 cubic yards is completed on a 2 to 3 year cycle. The harbor's main channel was last dredged in 2011. The Corps conducted additional dredging in 2011 within the navigation channel partnering with the EPA. The EPA will conduct additional dredging in River Raisin in 2012 with placement at Sterling State Park CDF. The harbor currently requires maintenance dredging.

Consequences of Not Maintaining the Project

- Bulk commodities that pass through the harbor generate \$66M annually in direct revenue while supporting over 300 jobs and generating \$14M per year in personal income.
- If the harbor was closed to commercial traffic, commodities would have to be transported by rail. This would increase annual emission rates by 2,500 tons of harmful particulate matter (PM-10) and increase costs by over \$600,000 due to increased railroad related accidents.
- Channel maintenance less than the authorized depth poses navigational safety issues for all harbor users.
- Light loading; loss of between 2 and 3 feet of channel depth results in increased transportation costs of between \$1.5M and \$2.4M annually.

- Restriction of normal vessel delivery to DTE has indirect impacts including higher risk to operational reliability due to uncertain coal and limestone inventory, and increased reliance on rail delivery.
- MPMC is the largest asphalt paving company in Michigan; their Monroe facility serves one of the largest asphalt pavers in Ohio. Increasing water borne shipment costs will increase the cost of road construction and paving throughout the Midwest.

Transportation Importance

- Major receiving port on the Great Lakes
- Commodities include petroleum products, coal, and stone and aggregates.
- A mix of coal was received at the DTE plant from three other Great Lakes ports: Superior, Sandusky, and Toledo. Limestone delivery from a northern Michigan quarry began in 2009.

**U.S. Army Corps of Engineers Fiscal Year (FY) 2011, 2012 and 2013
Monroe Harbor, MI - Project Requirements and President's Budget (\$1,000)**

| Work Package | FY11 Requirement | FY11 Work Plan | FY12 Requirement | FY12 Appropriation | FY13 Requirement | FY13 President's Budget |
|---|-------------------------|-----------------------|-------------------------|---------------------------|-------------------------|--------------------------------|
| Project Condition Surveys | 40 | 40 | | | 100 | |
| Maintenance Dredging – Primary Work Package | 1,300 | 1,287 | | | | |
| Maintenance Dredging Turning Basin – Primary Work Package | | | 1,000 | | 900 | |
| Maintenance Dredging – Backlog Work Package | 509 | | 509 | | 510 | |
| CDF Fill Management | 418 | | 418 | | 420 | |
| TOTALS | 2,267 | 1,327 | 1,927 | 0 | 1,930 | 0 |

Congressional Interests

- Representative John D. Dingell D-MI-15
- Senator Carl Levin D-MI
- Senator Debbie Stabenow D-MI