



Duluth-Superior Harbor, MN & WI

Harbor Features

- Located at the western end of Lake Superior
- Authorization: River and Harbor Act of 3 Jun 1896
- Deep draft commercial harbor
- Project depths of 28 to 32 feet in the entrance; 27 feet deep in the iron-ore route channels, and 20 to 23 feet in inner channels
- Five year average (2006-2010) tonnage is 41.1M tons of material shipped and received
- Ranked 1st among the Great Lakes Harbors based on five year average (2006-2010) tonnage
- 18th leading U.S. port in 2010
- Tonnage is almost equally split between Duluth and Superior Entries.
- Over 10,000 feet of structures including breakwaters, piers and revetments.
- Over 18 miles of maintained channel
- The Erie Pier Confined Disposal Facility is located within the St. Louis Bay portion of the harbor.
- Major stakeholders include U.S. Coast Guard, Lake Carriers' Association, Canadian National, BNSF, Midwest Energy, General Mills/Cargill, Lafarge North America, Marine Tech LLC, Murphy Oil, Cutler Magner, US Steel, Riverland Aggregates, Cenex Harvest States, Gavalon, C. Reiss Coal, Greymont, Cleveland-Cliffs, and Hallet Dock.

Project Requirements

- Approximately 110,000 cubic yards of material must be dredged each year. The harbor was last dredged in 2012 and is scheduled to be dredged in 2013.
- Maintenance dredging is also planned for 2014.
- Navigation structures are primarily maintained by Government Floating Plant.
- Superior Entry north concrete pier requires repairs.
- Superior Entry requires ice plate repairs.



- Excessive freshwater corrosion rate impacting both Federal and non-Federal steel sheet pile navigation structures.
- Critical fill management activities are planned for 2014 to ensure Erie Pier's sustainability.

Consequences of Not Maintaining the Project

- Reduction of bulk commodities that pass through the harbor that generate \$1.5B annually in direct revenue while supporting 7,700 direct, indirect, and induced jobs that produce over \$546M per year in personal income.
- If the harbor was closed to commercial traffic, commodities would have to be transported by rail and truck. This would increase annual emission rates by over 500M lbs of harmful particulate matter (PM-10) and increase costs by \$18.8M due to increased railroad related accidents, and \$5.5M 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 \$2.9M and \$8.8M annually.

Transportation Importance

- Major international receiving and shipping port on the Great Lakes; and Harbor of Refuge
- \$2 Billion worth of cargo is shipped via the Duluth-Superior docks annually.

Transportation Importance

➤ Commodities shipped or received include iron ore, limestone, coal, coke, forest products, petroleum, grain, general cargo, steel, and scrap iron.

➤ Home port of U.S. Coast Guard’s 225 foot long cutter Alder. Home to U.S. Coast Guard auxiliary station and a Marine Safety Unit, responsible for: port safety and security, marine environmental protection, and commercial vessel safety missions under the auspices of the Dept. of Homeland Security.

**U.S. Army Corps of Engineers Fiscal Year (FY) 2012, 2013 and 2014
Duluth-Superior Harbor, MN & WI
Project Requirements and President’s Budget (\$1,000)**

| Work Package | FY12 Requirement | FY12 Appropriation | FY13 Requirement | FY13 President’s Budget | FY14 Requirement | FY14 President’s Budget |
|--|-------------------------|---------------------------|-------------------------|--------------------------------|-------------------------|--------------------------------|
| Project Condition Surveys | 572 | 561 | 570 | 570 | 581 | 581 |
| Maintenance Dredging – Primary Work Package | 2,750 | 2,695 | 2,491 | 2,491 | 2,800 | 2,800 |
| Maintenance Dredging – Backlog Work Package | 500 | | 500 | | 500 | |
| Emergency Dredging & Fill Mgt | | 1,256* | | | | |
| Breakwater Repairs – by Govt. Floating Plant | 1,300 | 1,274 | 1,182 | 900 | | |
| Superior Entry N. Pier Replacement by Contract | | | 1,600 | | 1,600 | |
| Erie Pier Fill Management Activities | 2,000 | 1,960 | 940 | 940 | 1,750 | 1,750 |
| DMMP | 175 | 172 | 71 | 71 | 300 | 300 |
| Regional Asset Management | 250 | 245 | 250 | | 250 | |
| Duluth Harbor Navigation Structure Repair by Contract | 1,600 | | | | | |
| | | | | | | |
| Other Business Lines: | | | | | | |
| Recreation: | | | | | | |
| Operation/maintenance of visitor center | 555 | 510 | 609 | 500 | 564 | 526 |
| Repair building foundation | 108 | | 108 | | 111 | |
| | | | | | | |
| Environmental Stewardship | 40 | 15 | 50 | 22 | 30 | 30 |
| Strategic Sustainability Performance Plan (SSPP) Initiatives – UV film | 250 | | | | 46 | |
| | | | | | | |
| TOTALS | 10,100 | 8,688 | 8,371 | 5,494 | 8,532 | 5,987 |

*Emergency dredging and fill management funds provided after 2012 flood event

Congressional Interests

- Representative Rick Nolan D-MN-8
- Representative Sean Duffy R-WI-7
- Senator Al Franken D-MN
- Senator Amy Klobuchar D-MN
- Senator Ron Johnson R-WI
- Senator Tammy Baldwin D-WI