



St. Clair River, MI

Project Features

- One of Great Lakes connecting channels; 40 miles long, flowing south from Lake Huron and discharging into Lake St. Clair.
- Authorization: River & Harbor Acts of 13 Jul 1892, 3 Jul 1930, 2 Mar 1945, 24 Jul 1945, 21 Mar 1956
- Deep draft commercial project
- Great Lakes connecting channel between Lake St. Clair and Lake Huron with 65M tons of commerce passing through annually (average from 2006-2010).
- Project depths vary from 27.1 to 30.0 feet
- Serves ports of Marysville, Marine City and St. Clair
- Five year average (2006-2010) tonnage is 9.5M tons of material shipped and received for ports of Marysville, Marine City and St. Clair
- Ranked 11th among the Great Lakes Harbors based on five year average (2006-2010) tonnage for port of St. Clair
- Over 44 miles of Federal channels
- Dickinson Island confined disposal facility has provided a suitable placement site for all material dredged from the St. Clair River since 1980 and is anticipated to have sufficient capacity for at least 25 more years.
- Major stakeholders include U.S. Coast Guard, Lake Carriers' Association, Marysville Ethanol LLC, Marine City Ferry, DTE Energy, Blue Water Aggregates, St. Clair Aggregates and all connecting channels users.

Project Requirements

- Requires periodic maintenance dredging of 25,000 to 40,000 cubic yards on the lower river channels on a 3 to 8 year cycle. The St. Clair River channels were last dredged in 2012, using 2011 funds.
- Obstruction removal is required on an annual basis.



- The river currently requires dredging to remove a backlog of shoaling that is present within the channel.

Consequences of Not Maintaining the Project

- Reduction of bulk commodities that transit the river generate \$1.83B annually in direct revenue while supporting 41,000 direct, indirect, and induced jobs that produce over \$2.66B per year in personal income.
- If the channel was closed to commercial traffic, commodities would have to be transported by rail and truck. This would increase annual emission rates by over 1.9B lbs of harmful particulate matter (PM-10) and increase costs by \$28M due to increased railroad related accidents, and \$63.6M due to increased trucking related accidents.
- Light loading; loss of between 1 and 2 feet of channel depth results in increased transportation costs of between \$2.8M and \$9.5M annually.
- Key component of the Great Lakes and St. Lawrence Seaway navigation system. Disruption of service would have severe maritime and economic impacts.

Transportation Importance

- Contains three major receiving ports on the Great Lakes.
- Commodities transported through these channels include coal, limestone, wood pulp, iron ore, petroleum products, salt, and other general international cargo

**U.S. Army Corps of Engineers Fiscal Year (FY) 2012, 2013 and 2014
St. Clair River, MI - 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	188	184	190	190	194	194
Maintenance Dredging – Primary Work Package						
Maintenance Dredging – Backlog Work Package	352		350		350	
CDF Fill Management	130					
Strike Removal – by Govt. Floating Plant	455	446	428	428	455	455
TOTALS	1,125	630	968	618	999	649

Congressional Interests

- Representative Candice S. Miller R-MI-10
- Senator Carl Levin D-MI
- Senator Debbie Stabenow D-MI