



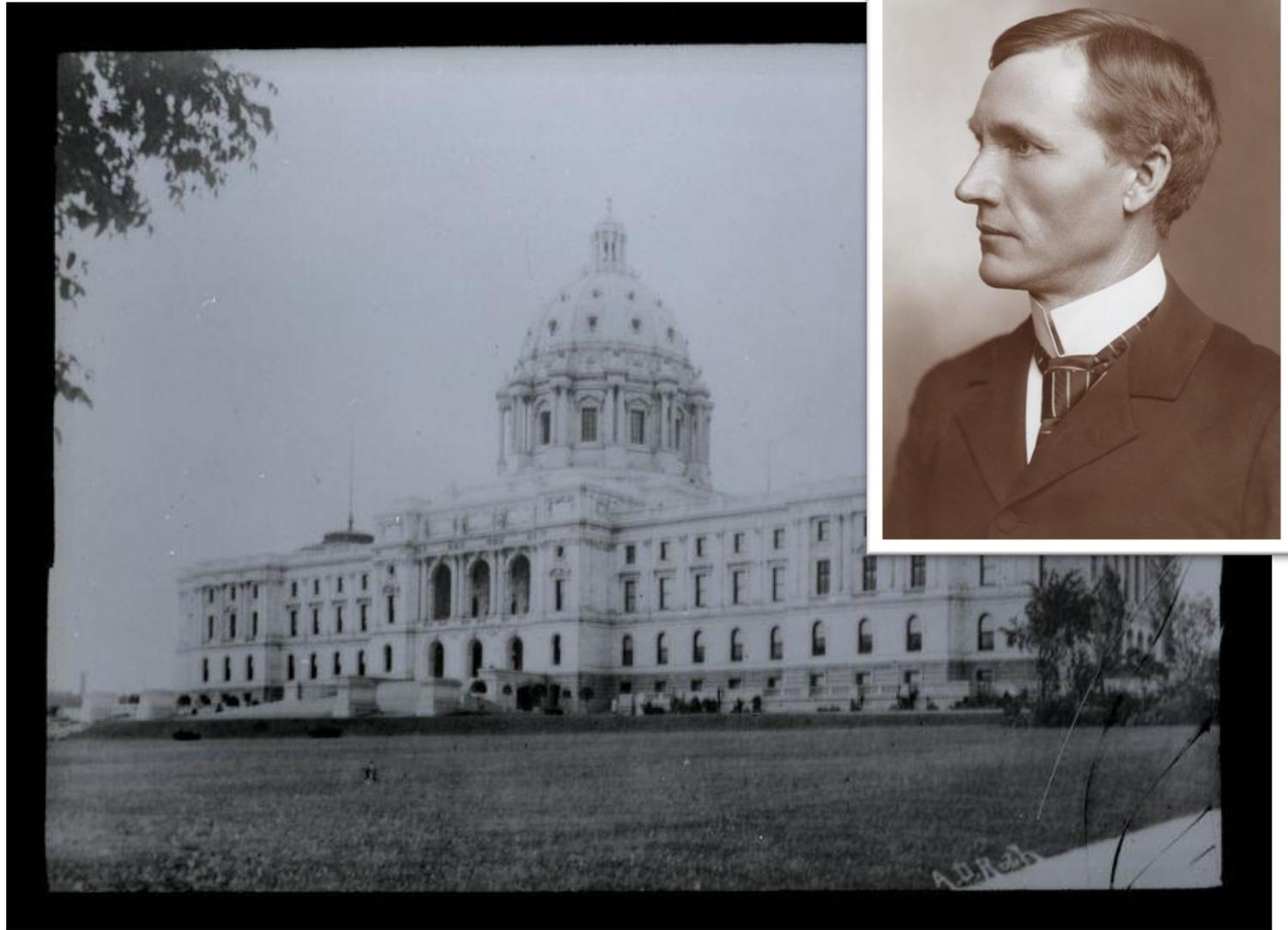
Port Authority origins

Jayson Hron | communication and marketing director

duluthport.com



- **1892:** Congressman Lind's resolution.
- **1909:** International Joint Commission recommends construction of St. Lawrence Seaway.
- Railways and coastal ports object.
- **1927:** Minnesota legislators warm to the idea; authorize Waterways Commission.



- **1929:** Minnesota legislature passes Port Authority act.
- **January 24, 1930:** Port Authority of Duluth convenes at the Spalding Hotel for its first meeting.



First Officers: At the initial meeting, “Jay” Walter Lyder, Jr., was elected president, Donald S. Holmes, a lawyer, was elected vice president and L.M. Pharis, an early executive of Minnesota Power, was elected treasurer. A city planning engineer, A.B. Horwitz, was elected secretary.



THE ST. LAWRENCE WATERWAY AND YOU

This far reaching project will again bring prosperity to the Northwest.

Real Estate Nexts

—BY—

THOMAS W. WAHL

DETROIT
1826 First Natl. Bank Bldg.

DULUTH
Wahl Arcade Bldg.
120 Second Ave. W.

ST. PAUL
Ryan Hotel

THE ST. LAWRENCE WATERWAY AND YOU
NEVER BEFORE SUCH AN OPPORTUNITY !!

3

Now is the time to act. The country has experienced great liquidation and the purchasing power of a dollar is big. The foundations of large fortunes were laid during periods of depression. NEVER during the great booms—that is the time to sell. NOW, TODAY is the time to buy real estate in Duluth and Superior when the great future lies immediately ahead.

STUDY — THINK — ACT — NOW.

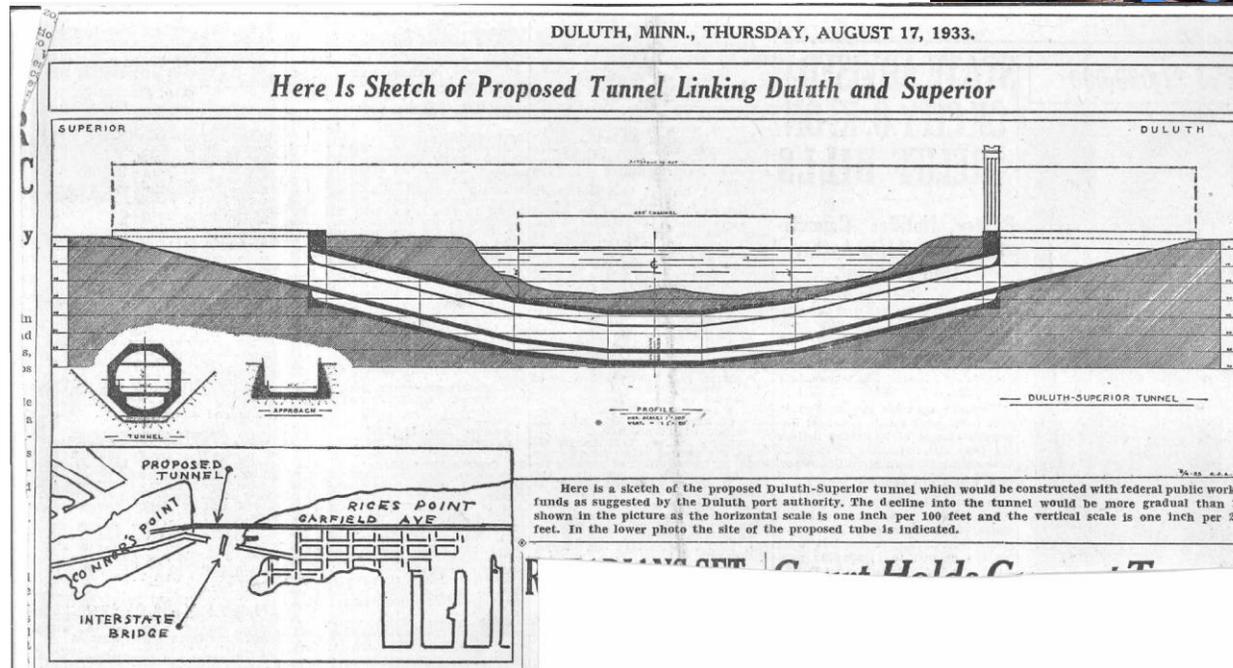
Anyone reading this pamphlet can come to but one conclusion. That there will be a great city at the head of Lake Superior and that NOW, TODAY is the time to make at least one real estate investment.

Wonderful changes are in the making and great days are dawning for the Head of the Lakes. Industrial and population growth will be towards the source of raw material and food products; along the natural and cheapest medium of transportation from the East, the Great Lakes and St. Lawrence River. Along this route will be the greatest city development the world has ever witnessed and at the Head of Lake Superior will be the most rapid and greatest development.

The greatest and most far reaching geographical change in all history is now about to be completed—making Duluth and Superior an inland ocean port. Moving the Atlantic ocean 2,000 miles inland. **THINK. ACT.** Obtain at least one piece of real estate.



Bridge of Distain: The Interstate Bridge, opened in April 1897, was widely disliked on both sides of the harbor by 1933. It became an albatross for the Port Authority, the Duluth City Council and the Superior Harbor Commission.



Taking a stand: By 1941, the Port Authority was still fighting to get a bridge built, and it also picked a new fight, calling the condition of the Duluth Harbor “a disgrace” and seeking to clean it up, even though that type of work was not the primary job of the Port Authority, but rather, more closely that of the harbor master.



Arsenal of Democracy:
Only one meeting of
Duluth's Port Authority
occurred in 1942, on
March 12 at 8:30 a.m.



PUBLIC LIBRARY
DULUTH, MINN.
MRS. CATHERINE MCQUADE BERG
SISTER - ROBERT CAMERON
MCQUADE. KILLED IN ACTION,
PEARL HARBOR T. H., DEC. 7,
1941 - CHRISTENER OF
"MANNINGTON"



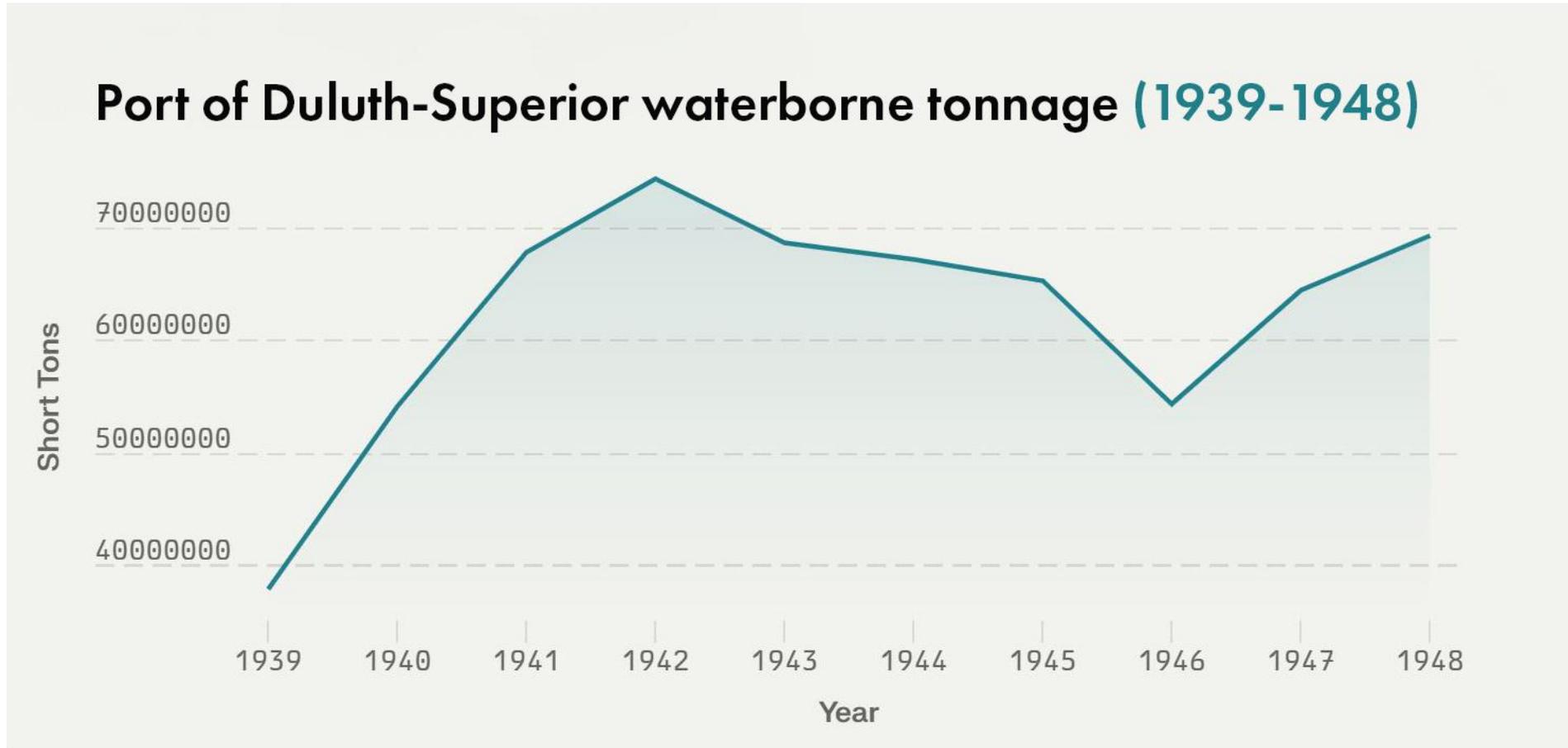
MRS. CATHERINE WALCZYNSKI
MOTHER - ANDREW ALLOISE
WALCZYNSKI. KILLED IN ACTION,
HICKAM FIELD T. H., DEC. 7,
1941 - CHRISTENER OF
"TARENTUM"

THE BARNES-DULUTH SHIPBUILDING COMPANY
CORDIALLY INVITES YOU AND YOUR GUEST TO BE PRESENT
AT THE LAUNCHING OF THE
UNITED STATES MARITIME COMMISSION TANKERS
"TARENTUM" AND "MANNINGTON"
AT FOUR O'CLOCK
(PROGRAM TO START AT 3:30 P. M.)
JUNE THIRD, NINETEEN HUNDRED FORTY-TWO
FOOT OF SPRING STREET, RIVERSIDE (85TH AVENUE WEST)
DULUTH, MINNESOTA

NOTE: TO AVOID TRAFFIC CONGESTION, PARKING ON GRAND AVENUE IS REQUESTED
PLEASE PRESENT THIS CARD FOR ADMISSION

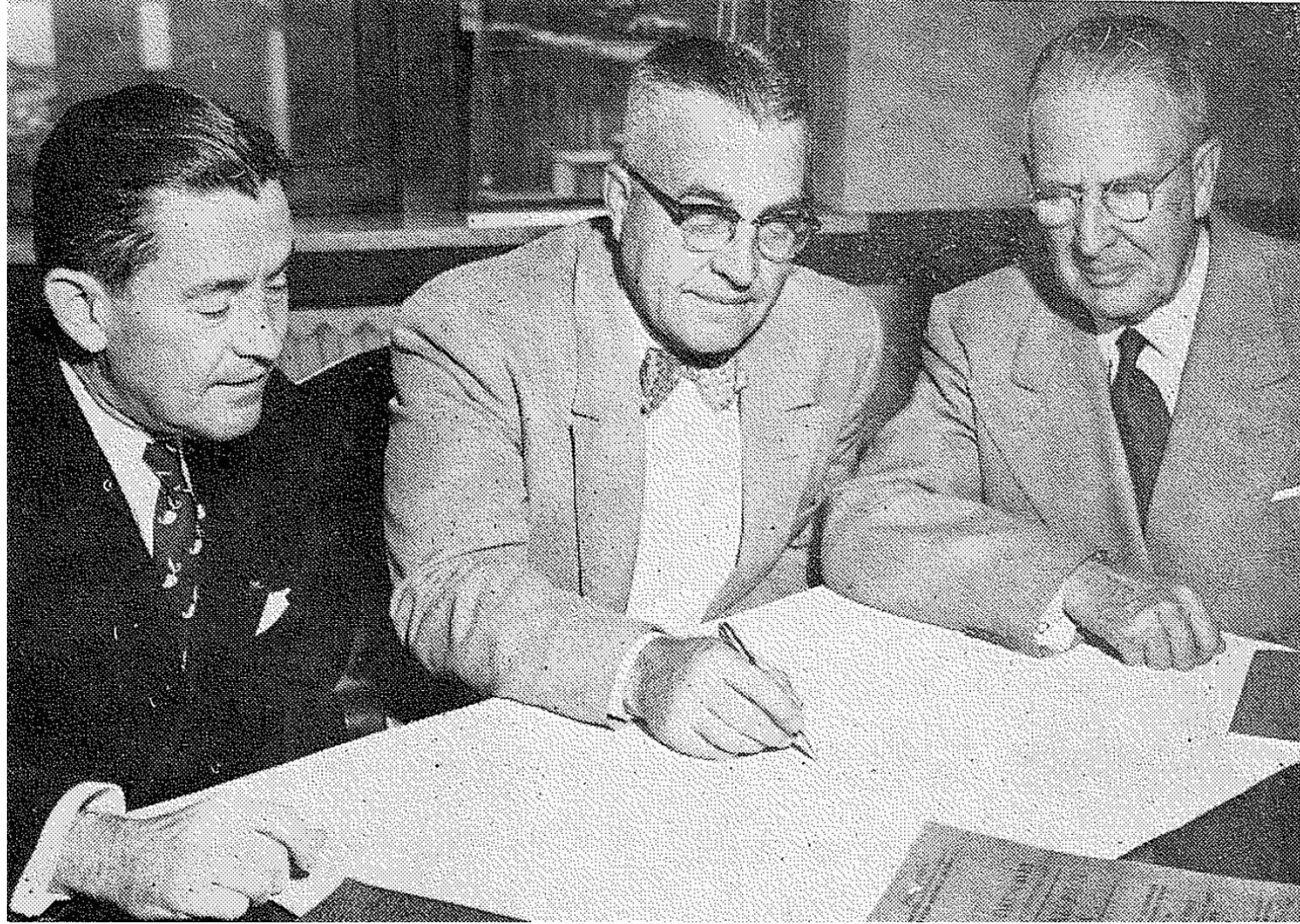


**Supplying
the arsenal:**
Iron ore
tonnage
through the
port
skyrocketed
during World
War II,
topping 60
million tons
for the first
time in 1942.



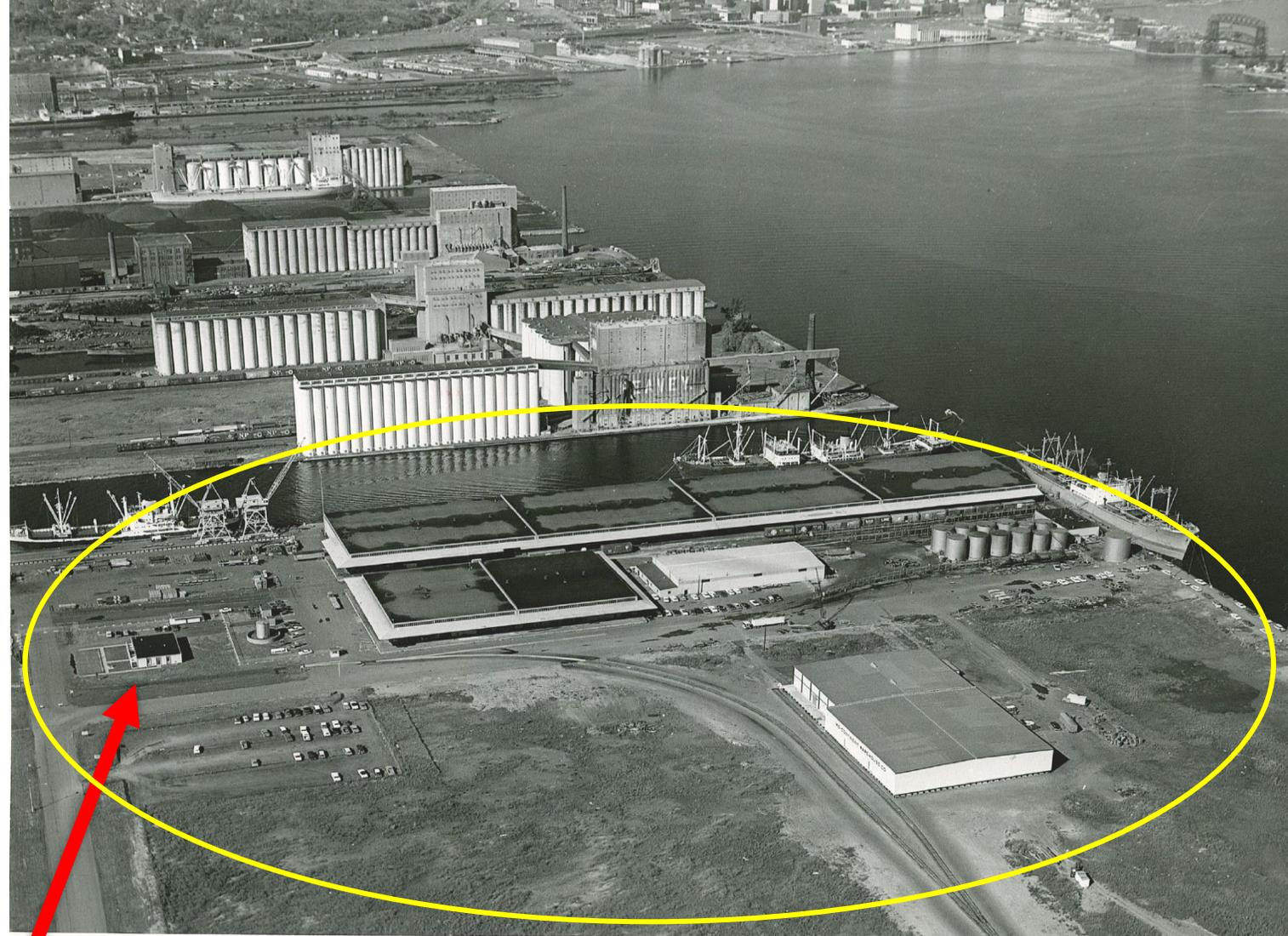
New Beginnings: In May 1954, U.S. Congress passes Wiley-Dondero Act, committing to binational dredging and blasting of what would become St. Lawrence Seaway.

In response, Duluth City Council and mayor revive the Port Authority, with **Arthur M. Clure** elected president.



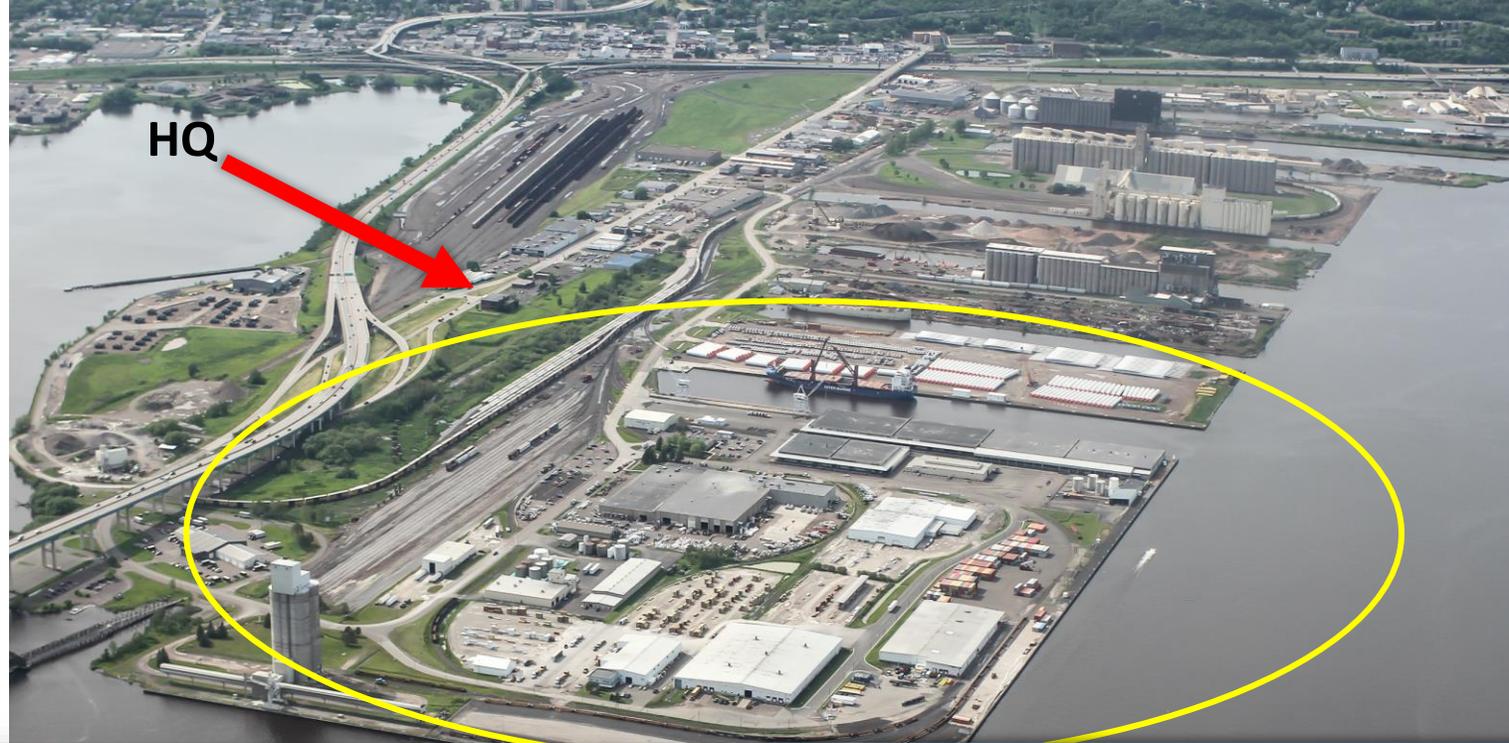
A Dream Realized: Finally, after decades of efforts, the Seaway becomes a reality in 1959, and with it, Duluth-Superior becomes a world port.

The Clure Terminal opens on Rice's Point, activating general cargo business for import and export.

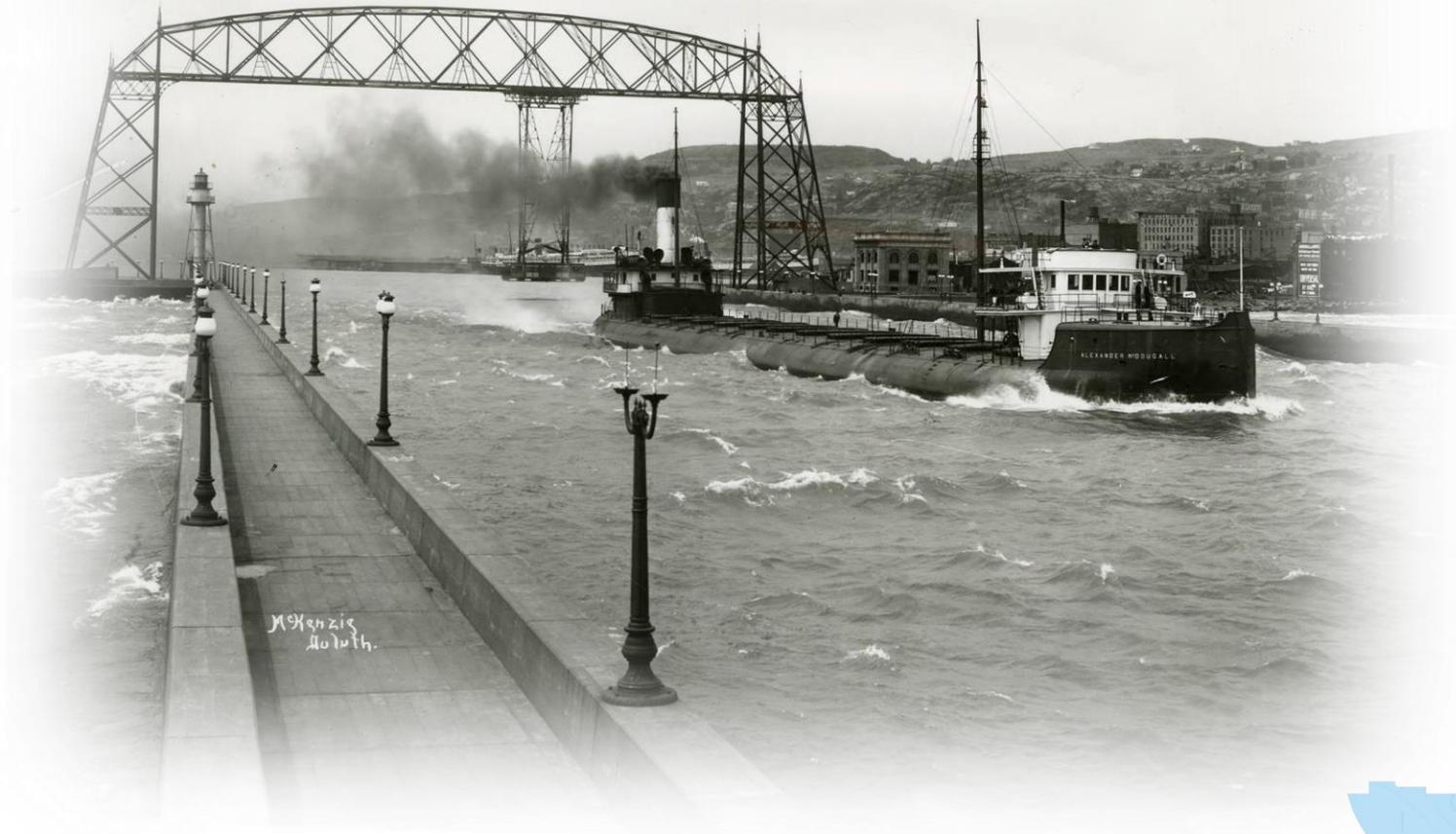


HQ: The Port Authority's first dedicated office building.

The Mission Continues:
The Duluth Seaway Port Authority remains actively engaged in its mission to bring business to the port, economic development to the region, and to advocate for maritime transportation, freight and industry.



Break for questions





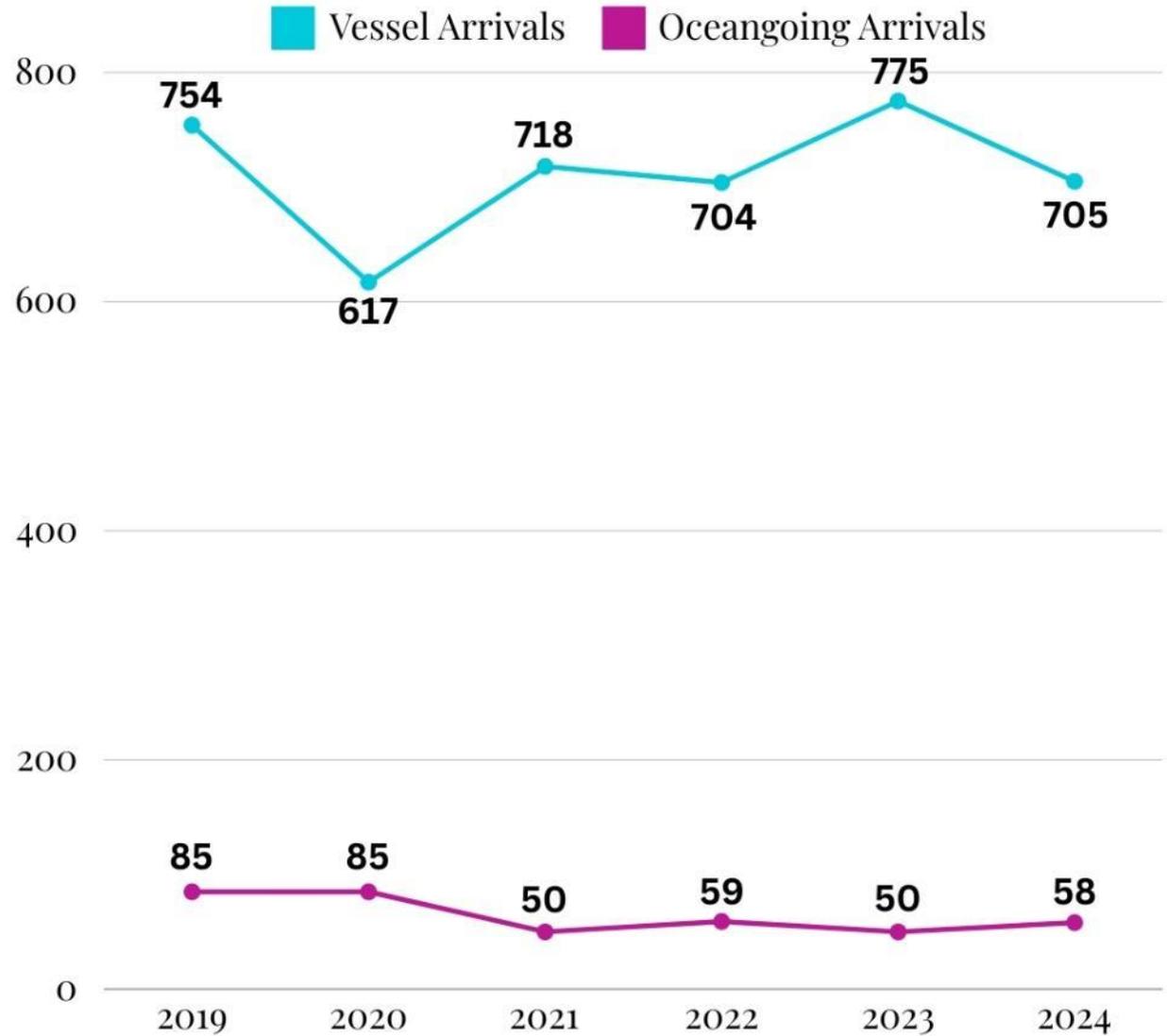
By the Numbers: 2024

Jayson Hron | communication and marketing director

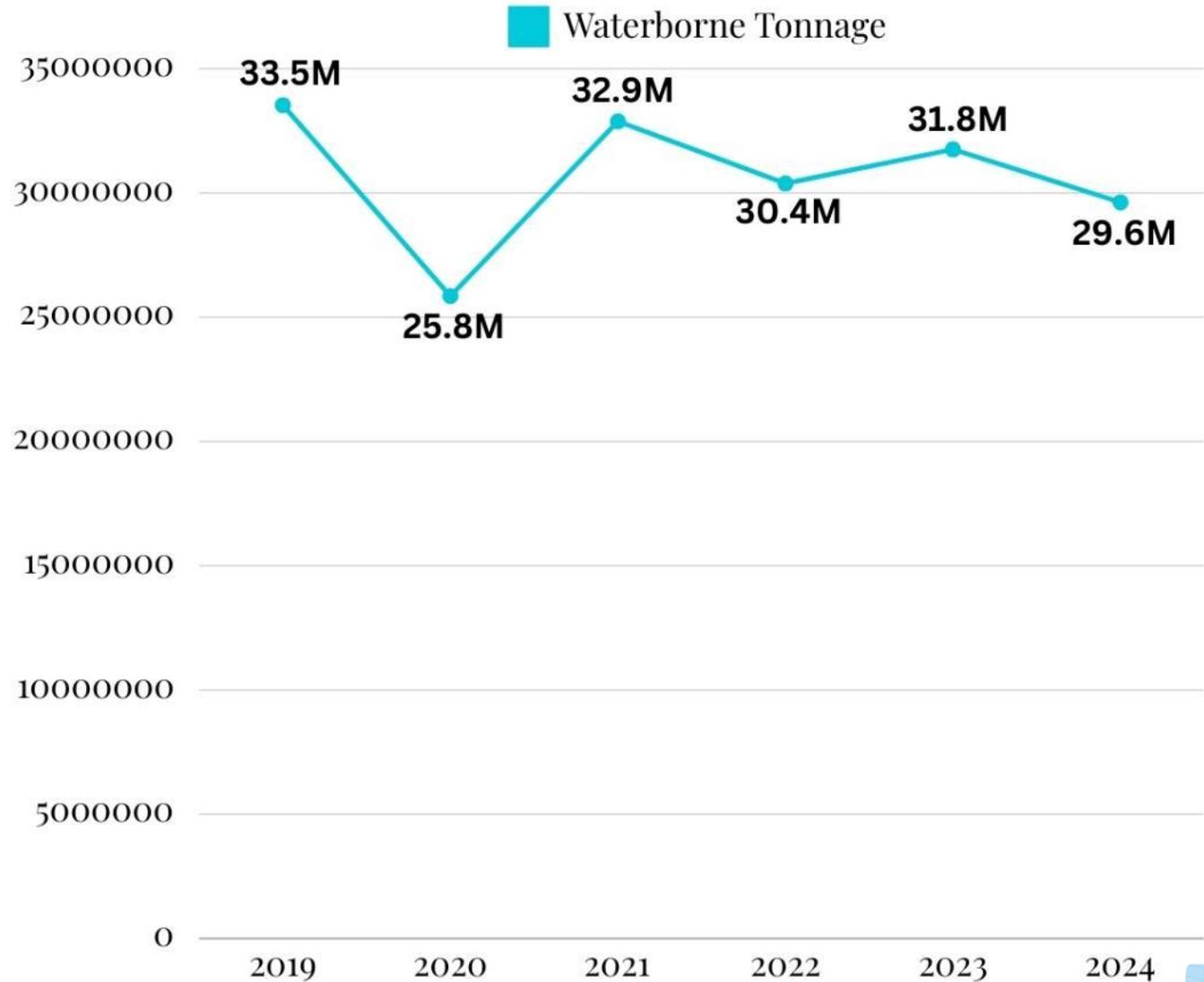
duluthport.com



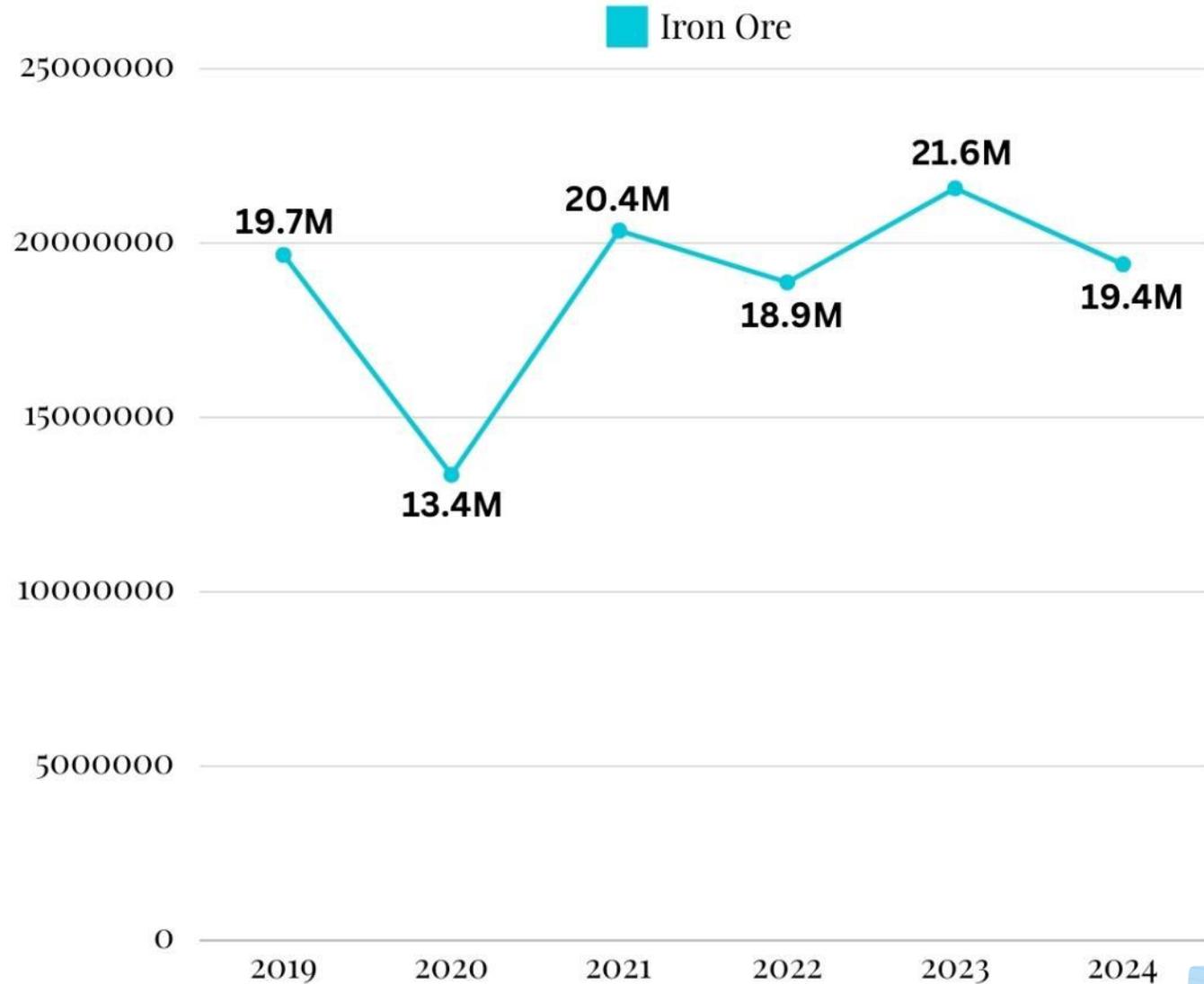
- U.S.-flagged arrivals steady from 2023 to 2024; significant decline in Canadians.
- Heavily weighted toward lakers (salties only 8.2% of the total in 2024).



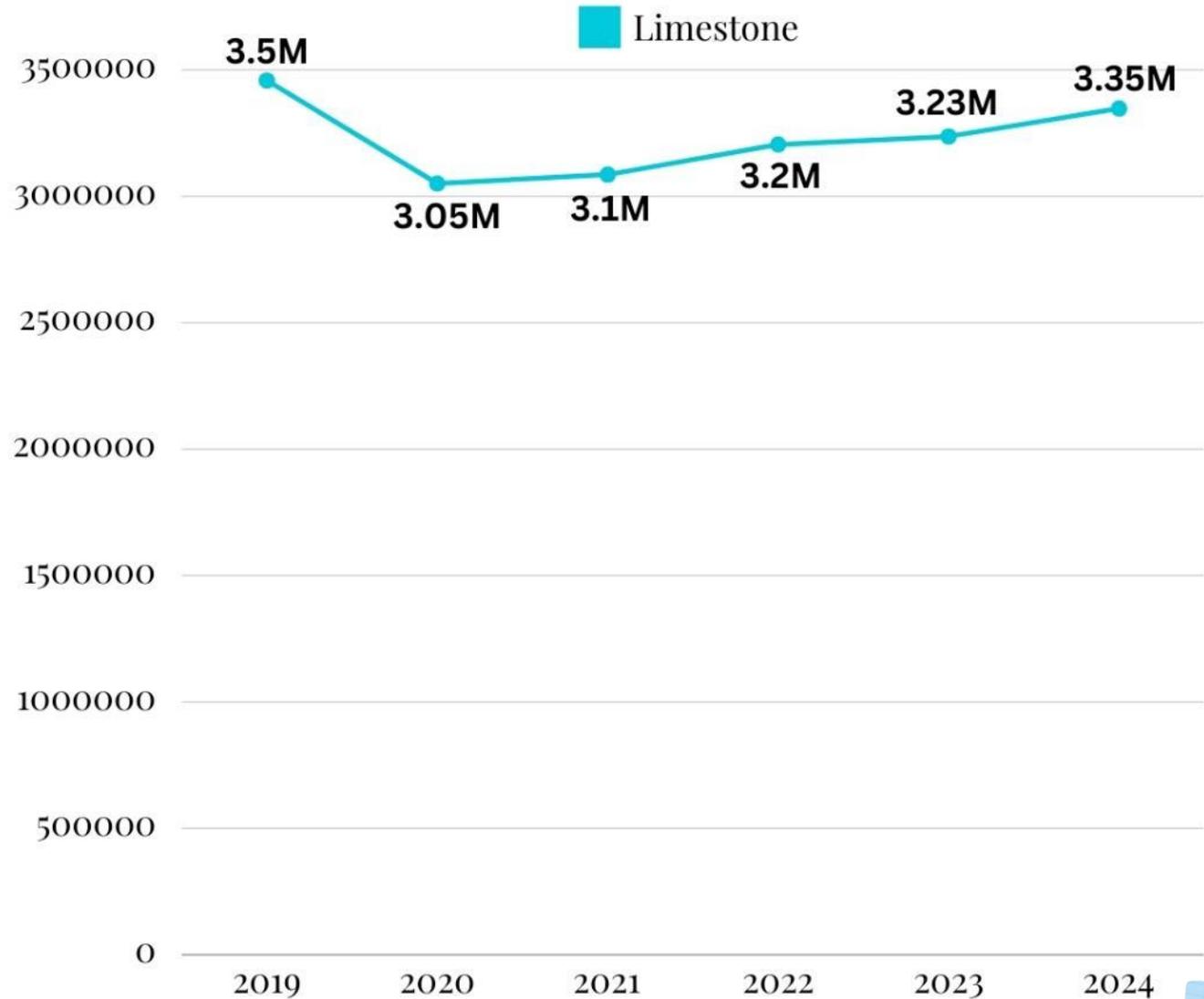
- Tonnage isn't the only measure of a port's success, but it's one of them.
- 6.8% **below** last season.
- 4.1% **below** the five-season average.
- 10.4% **decline** in iron ore tonnage (2.25 million tons) is the difference.



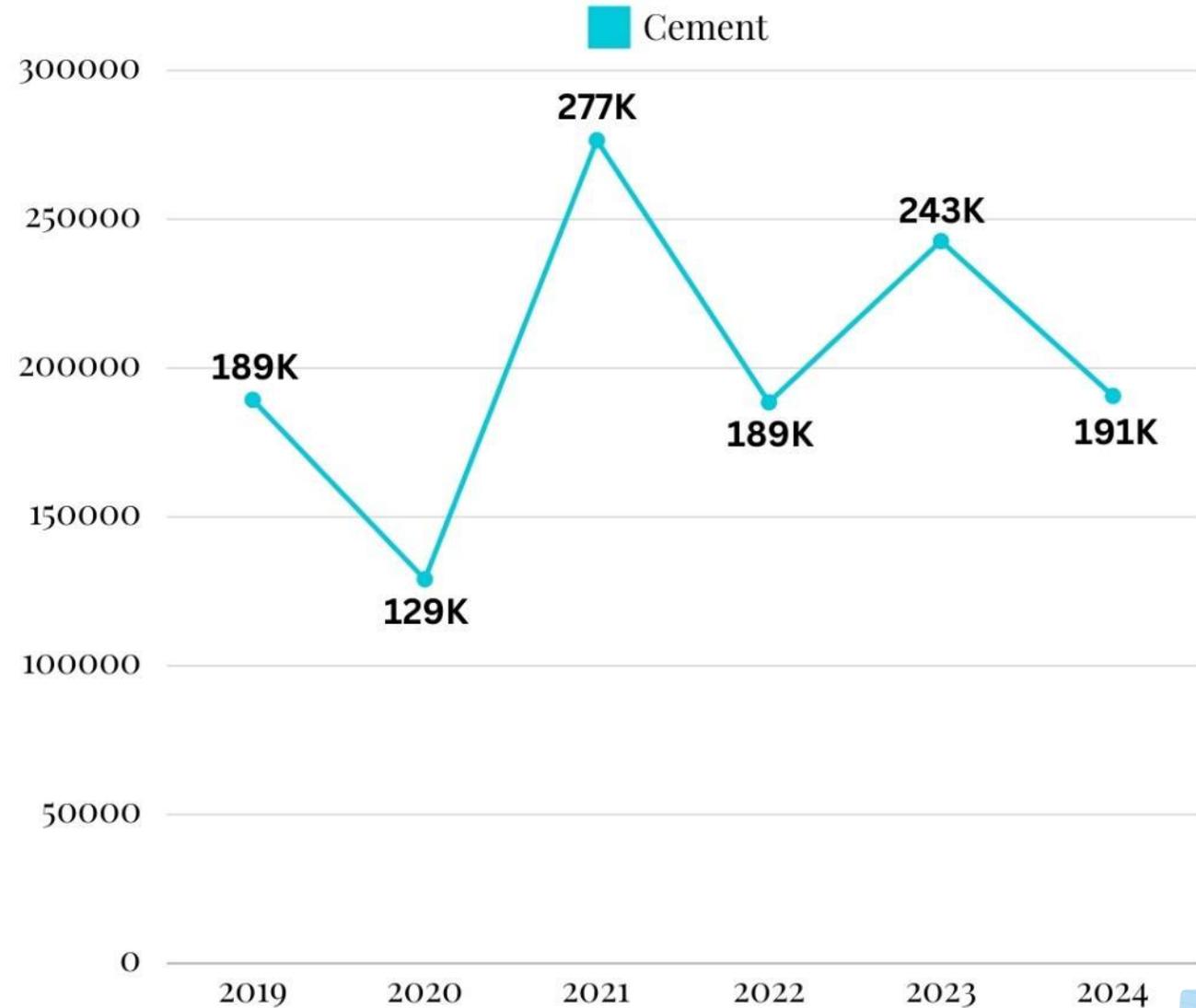
- Below-average season for iron ore.
- January 2025: 32% **decline** compared to January 2024.
- 2023: Most in a single season since 1995.



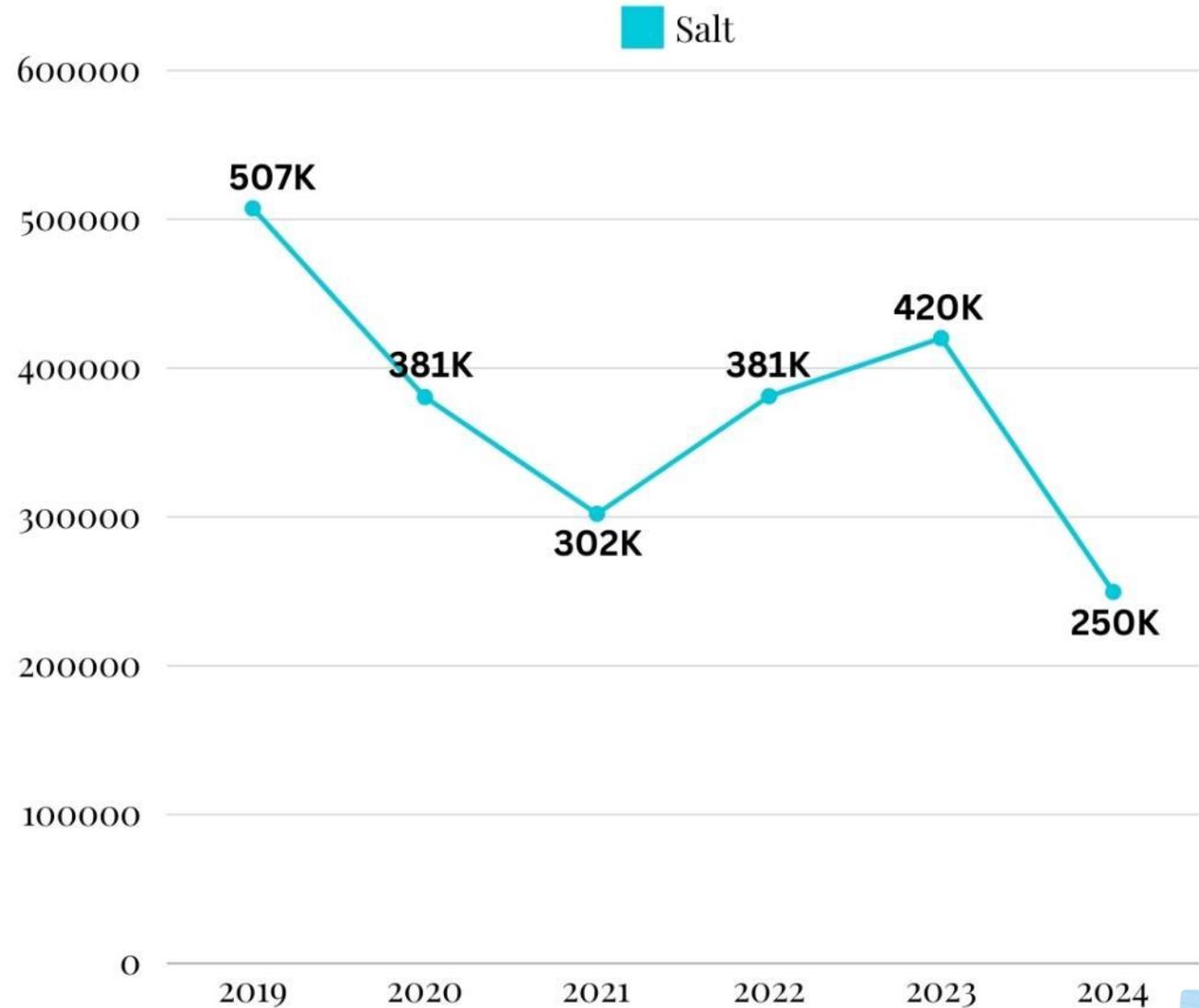
- A very versatile commodity.
- 3.4% **above** last season.
- 4.4% **above** the five-season average.



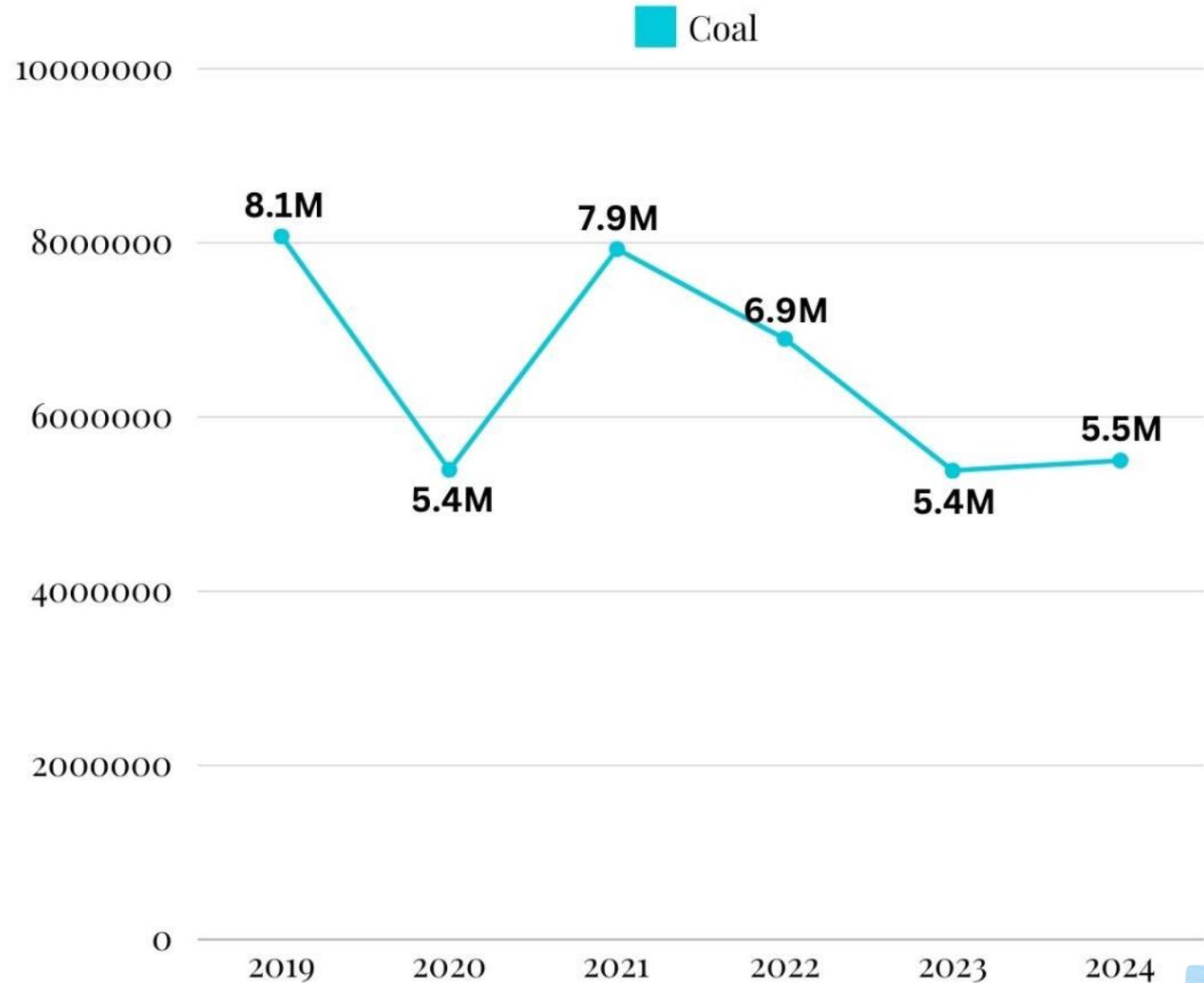
- Infrastructure projects near and far help drive cement tonnage.
- 21.5% **below** last season.
- Still within 7% of five-season average.



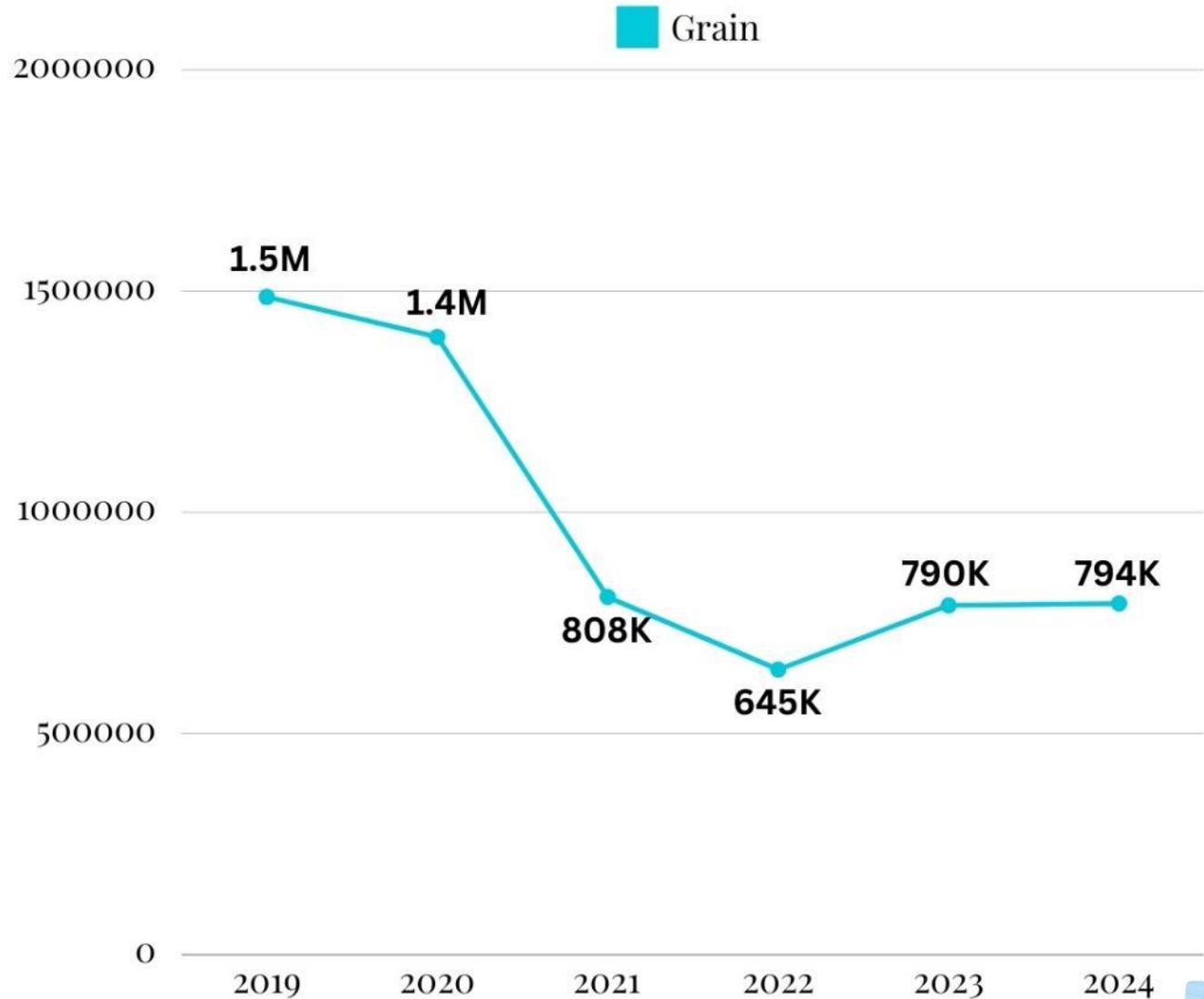
- After two seasons of heavy salt tonnage, a **reduction** this year.
- Almost entirely from Canada.



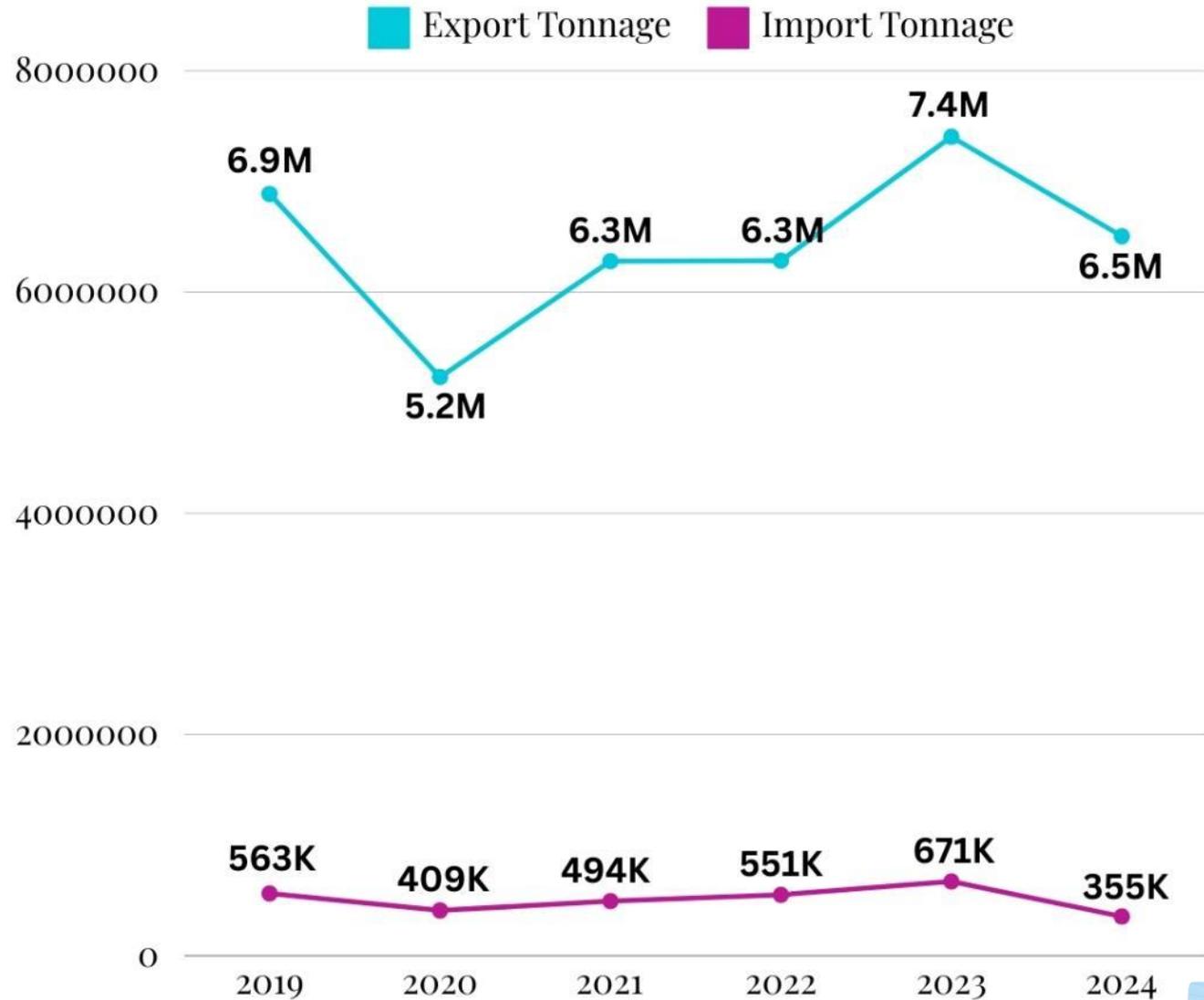
- A slight **increase** YOY, but no one predicting a resurgence.
- From 2005-2010, coal tonnage exceeded iron ore.
- Peaked in 2008: 22.1M short tons



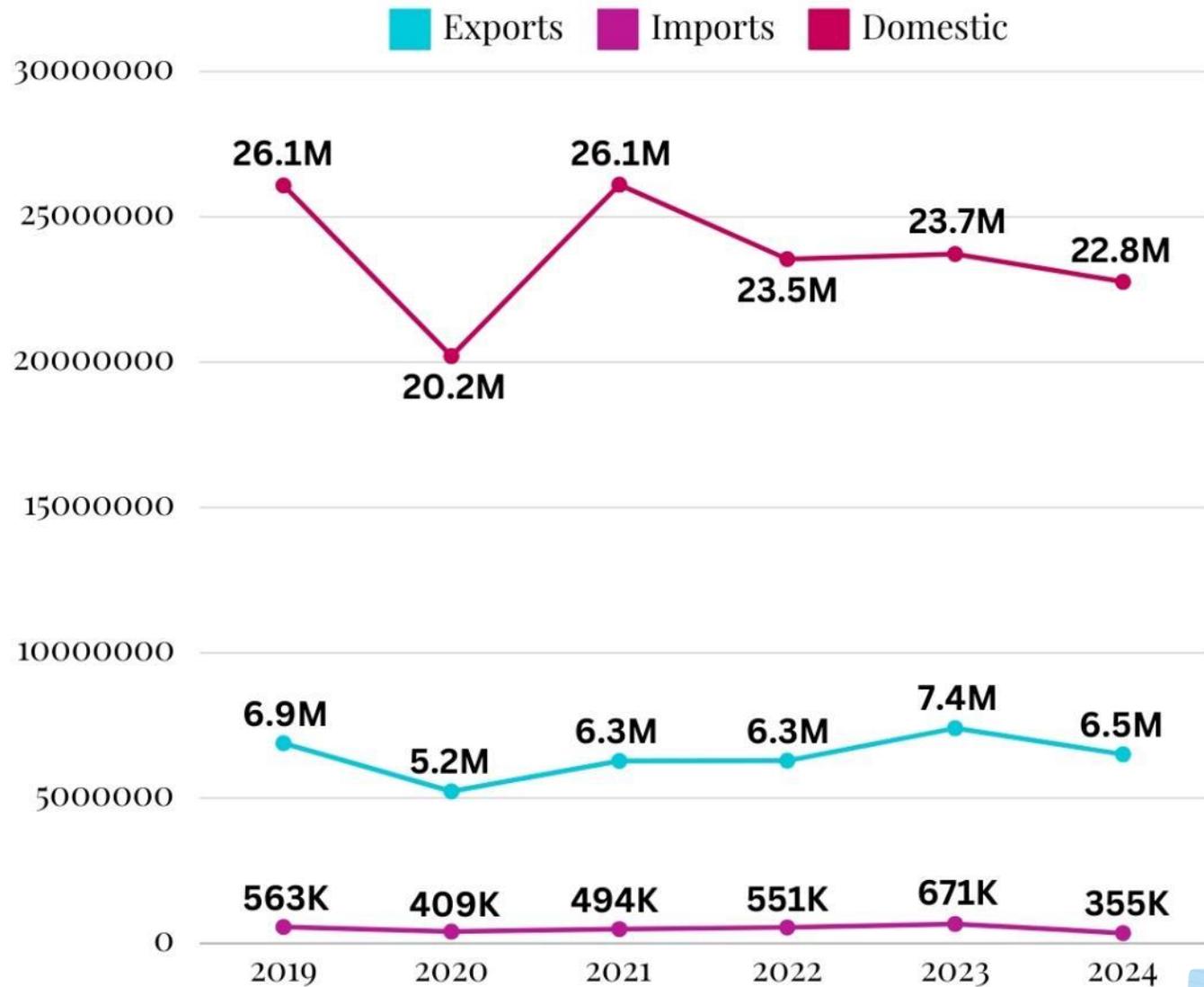
- Export tonnage **up** 25.2% YOY (primarily spring wheat).
- .5% **above** last season.
- 22.6% **below** the five-season average.
- Q4 2024: 62% of total grain tonnage.



- Most of the export tonnage is iron ore.
- A third of Duluth-Superior's iron ore tonnage sailed to Canada in 2024.
- Canadian trade accounted for a fifth of all waterborne tonnage in 2024.



- Iron ore comprises approximately half of total tonnage.
- Domestic tonnage far exceeds overseas tonnage, however, overseas tonnage comprises **20%** of overall total.

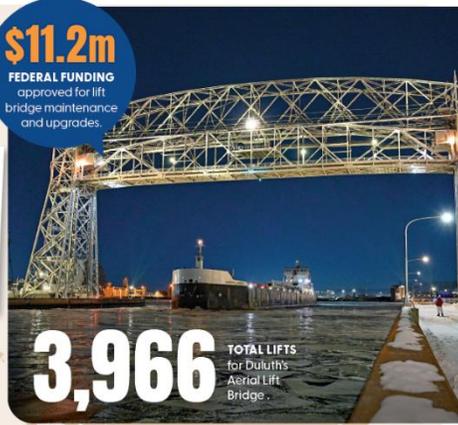


4,049

CRUISE SHIP PASSENGERS who visited Duluth.



\$11.2m
FEDERAL FUNDING approved for lift bridge maintenance and upgrades.



3,966

TOTAL LIFTS for Duluth's Aerial Lift Bridge.

PHOTOS: Adam Bornberg, Gus Schauer, Chris Mazanilo, Jayson Hron, David Schaefer

GLOBAL CONNECTIONS

KEY: ■ import ■ export

Including two new trade lanes.

29

COUNTRIES linked through Duluth Cargo Connect for import or export in 2024.



31%
YOY INCREASE IN EXPORT TONNAGE

DULUTH DELIVERS

The most since 2021.

793,885

SHORT TONS of grain shipped.



NEW BULK CARGO TERMINAL OPENED in the Port (C. Reiss in Superior).

500,000

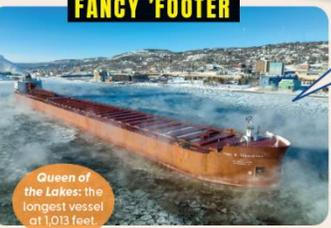
FREIGHT TONS handled by Duluth Cargo Connect, the most since 2020.



FANCY 'FOOTER

35

CALLS from Paul R. Tregurtha, the most frequent visitor to Duluth-Superior in 2024.



Queen of the Lakes: the longest vessel at 1,013 feet.

3.3m

SHORT TONS OF LIMESTONE shipped.

The most since 2019.



2024 in the Port of Duluth-Superior

- Maritime import/export tonnage finished nearly 15% **ahead** of last year's pace, driven primarily by a 31% **increase** in export tonnage. Spring wheat led the boost in exports, more than tripling the 2023 tonnage total.
- Buoyed by a Q4 rally, waterborne grain tonnage approached 794,000 short tons, its best mark since 2021.
- Breakbulk cargoes moving through our Clure Terminal **climbed** 70% year over year, destined for locations distant as the Pacific Northwest and Western Canada.
- Wind energy cargoes posted their highest volume since 2020. Departed on rail rather than truck.
- Duluth Cargo Connect freight tonnage (including sea, road and rail) topped 500,000 tons, a year-over-year **increase** of approximately 21% and the highest total since 2020.
- Spliethoff **added** regular trans-Atlantic liner service between Duluth and the Mediterranean, augmenting the Duluth-Antwerp service it launched in 2023, which was the port's first regular trans-Atlantic liner service since the 1970s.
- Limestone deliveries via ship topped 3.3 million short tons, the most since 2019.
- Low-sulfur coal tonnage, still above 5.5 million short tons, posted a modest year-over-year **increase**.
- 58 oceangoing ships called at Duluth-Superior, an **increase** of eight over the previous season.
- For the second consecutive season, more than 4,000 cruise ship passengers visited Duluth, including a portion who booked flights and hotel stays in the city during multiple cruise ship turnaround calls.



ECONOMIC IMPACT

PORT OF
DULUTH-SUPERIOR



ECONOMIC ACTIVITY
Total for the port

BUSINESS REVENUE
Directly related to cargo-handling

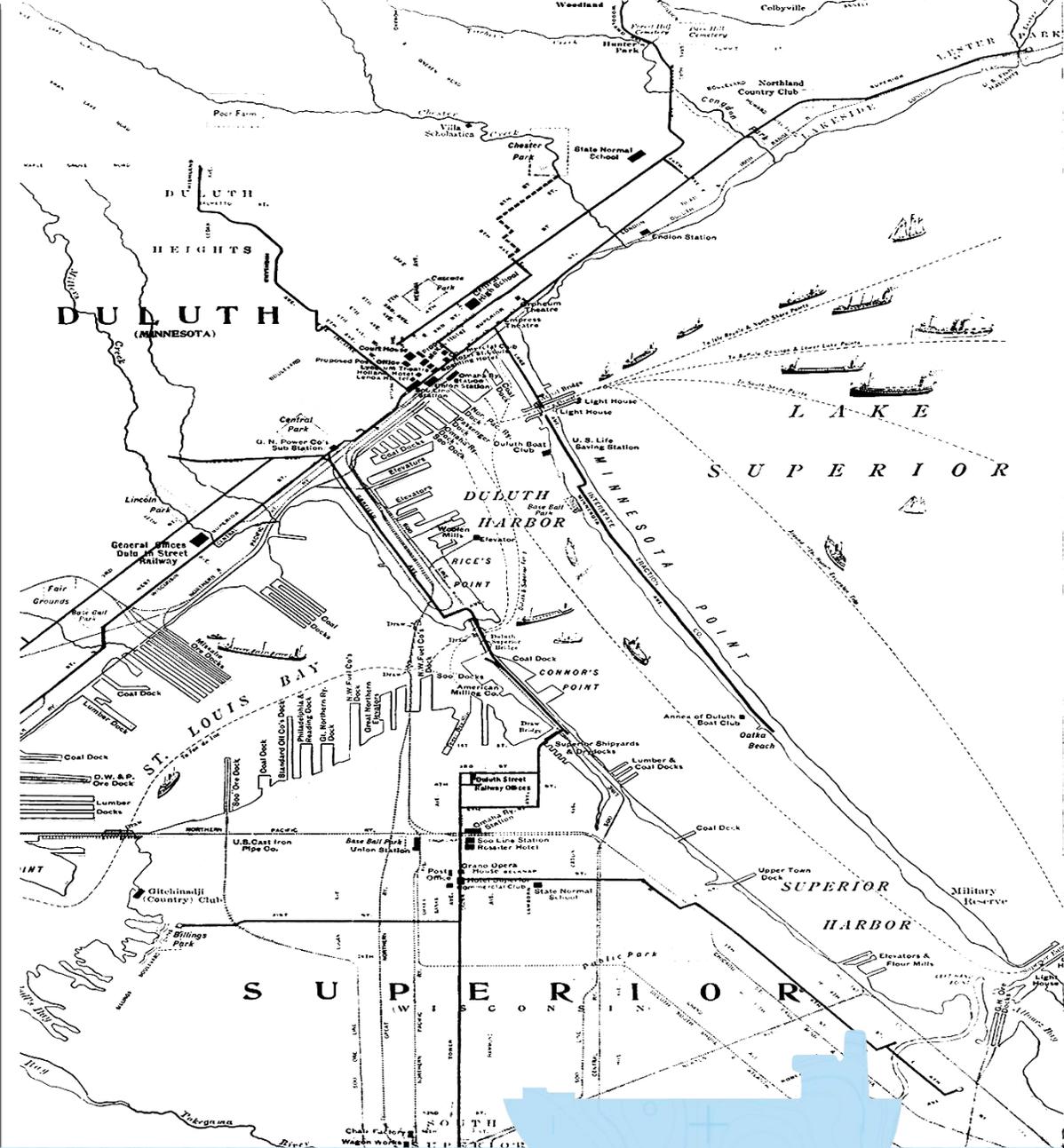
INCOME GENERATED
Personal income & local consumption

TAX REVENUE
State & federal tax revenue

CARGO MOVED
In short tons

JOBS SUPPORTED
2,581 Direct

Economic Impacts of Maritime Shipping in the Port of Duluth-Superior, Maritz Associates (2023)



The Port of
Duluth-Superior:
A powerful
economic
driver

\$1.6B

\$1.3B

\$569.3M

\$214.9M

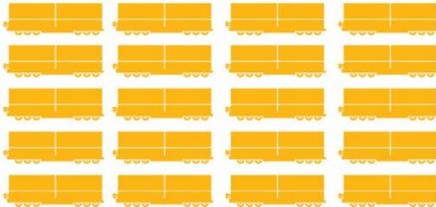
33M

7,136

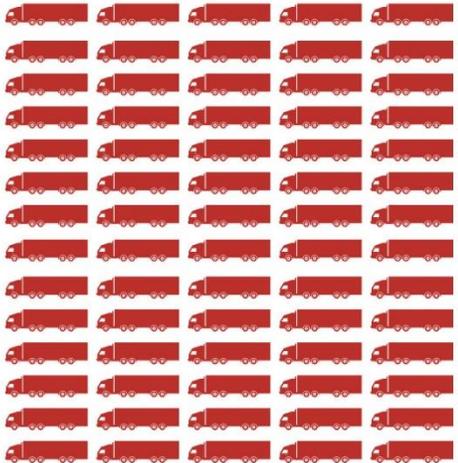
CARRYING 70,000 TONS OF BULK CARGO REQUIRES



1 LAKER



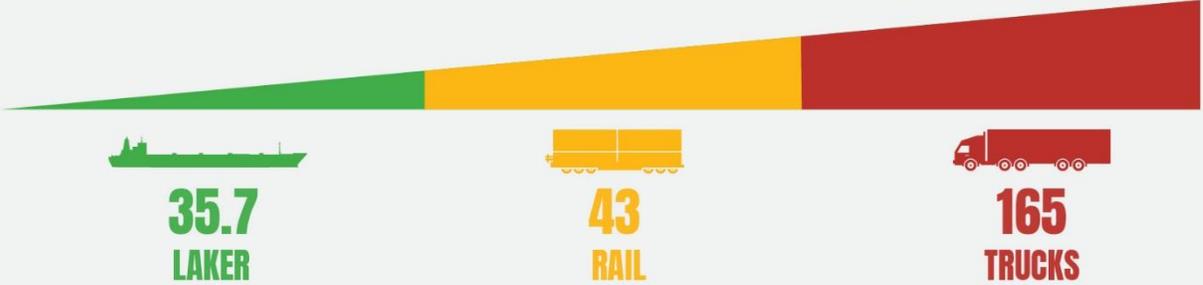
700 TRAIN CARS



2,800 TRUCKS

CARBON INTENSITY

(lbs of CO2/1,000 ton-miles)



KEY

INBOUND TO MINNESOTA VIA DULUTH

OUTBOUND GLOBALLY VIA DULUTH

AGGREGATE MATERIALS

CEMENT

COAL/PETCOKE

FINISHED GOODS

GRAIN/AGRICULTURAL COMMODITIES

IRON ORE

MACHINERY

MANUFACTURING MATERIALS

SALT

SAND

STEEL

WIND ENERGY MATERIALS



Rising tides lift all boats. Thanks for supporting the Port of Duluth-Superior!

Explore more at duluthport.com

DULUTH DELIVERS

Our seaport is a powerful economic asset, connecting Minnesota to the world through trade and commerce. This crucial link in the supply chain supports every Minnesotan in every corner of our state.

NORTHWEST

INBOUND VIA DULUTH



OUTBOUND VIA DULUTH



WEST CENTRAL

INBOUND VIA DULUTH



OUTBOUND VIA DULUTH



SOUTHWEST

INBOUND VIA DULUTH



OUTBOUND VIA DULUTH

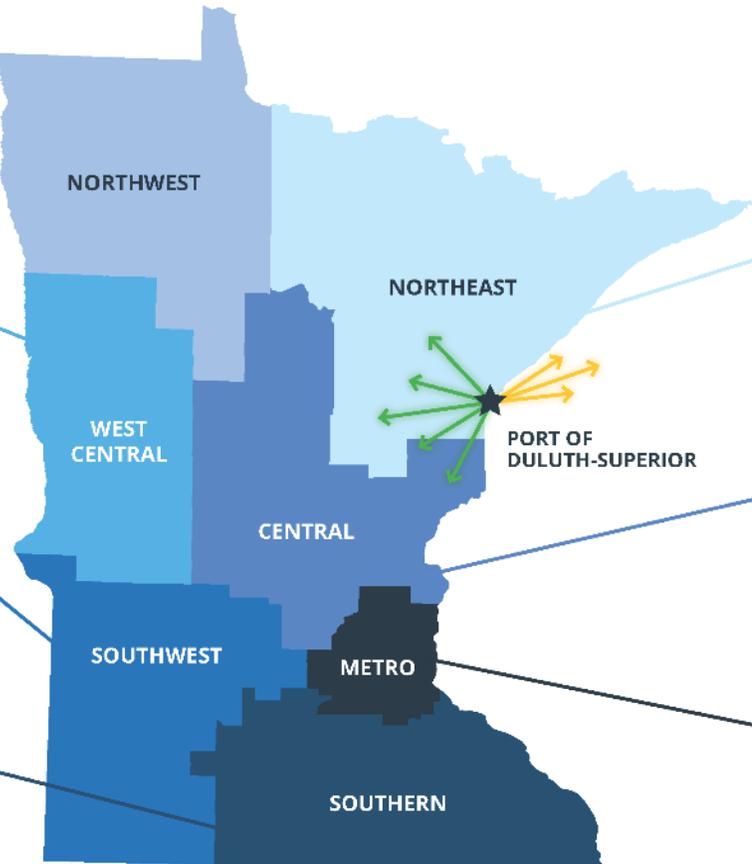


SOUTHERN

INBOUND VIA DULUTH



OUTBOUND VIA DULUTH



NORTHEAST

INBOUND VIA DULUTH



OUTBOUND VIA DULUTH



CENTRAL

INBOUND VIA DULUTH



OUTBOUND VIA DULUTH



METRO

INBOUND VIA DULUTH



OUTBOUND VIA DULUTH



CLEANER + GREENER



When we move goods on the water, we move more cargo with less.

- Reduced fuel consumption
- Fewer carbon emissions
- Less highway congestion