



Harbor Technical Advisory Committee

Updates to MIC Board

Mike Wenholz

April 16, 2025

HTAC Quarterly Meeting

- Continue to be held as “Hybrid” meetings (in-person with a virtual option)
- Less-attended - approx. 38 participants (overlap with the St Louis River Summit)
- Good variety of topics presented
- Quality presentations
- Informative Roundtable

Annual MIC Harbor Work Plan Update

- 2025 Budget = \$63,371
- 775 staff hours in 2025
- Includes 3 Components:
 - Coordination, Info Exchange, & Group Facilitation
 - HTAC Quarterly Meetings
 - HTAC Subcommittee Coordination & Facilitation
 - Program Development & Other Activities

HTAC Subcommittee Updates

- Dredging
- Duluth Ship Canal Concerns Work Group
- Navigation & Safety



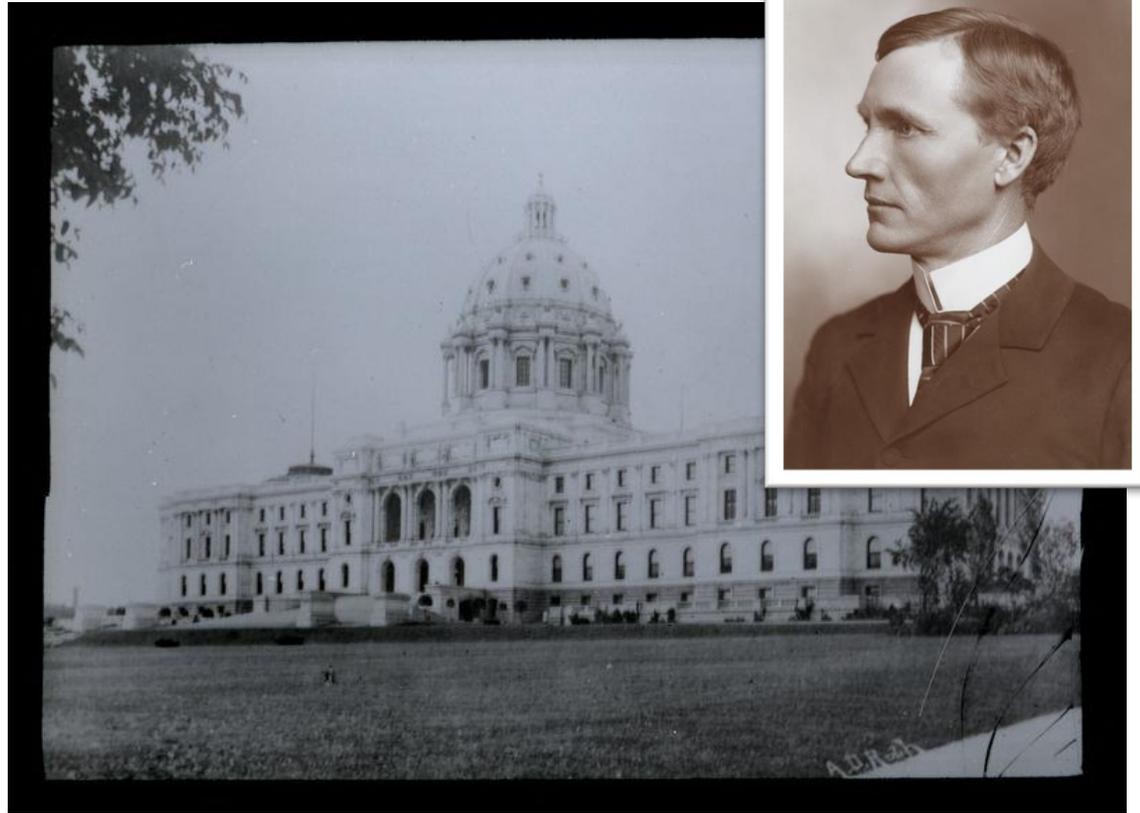
Port Authority origins

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.





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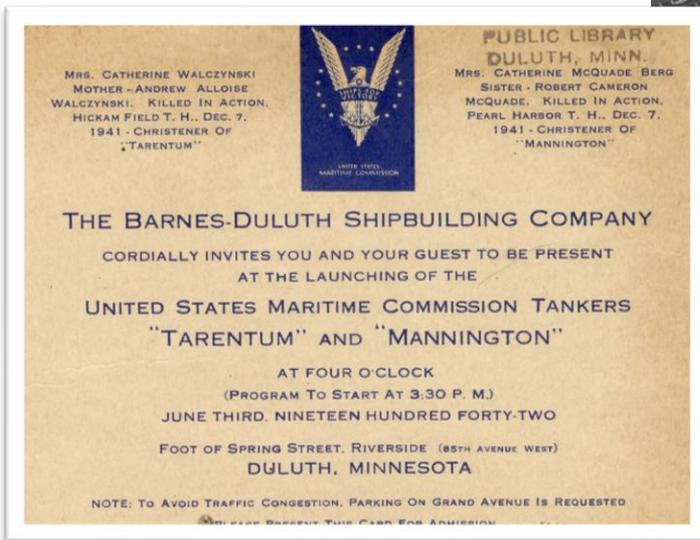
meeting, discussing the importance and significance of the proposed St. Lawrence deep-sea water-way.

Mr. Pharris outlined the plan of construction and estimated the cost of the entire project to be about \$565,000,000.

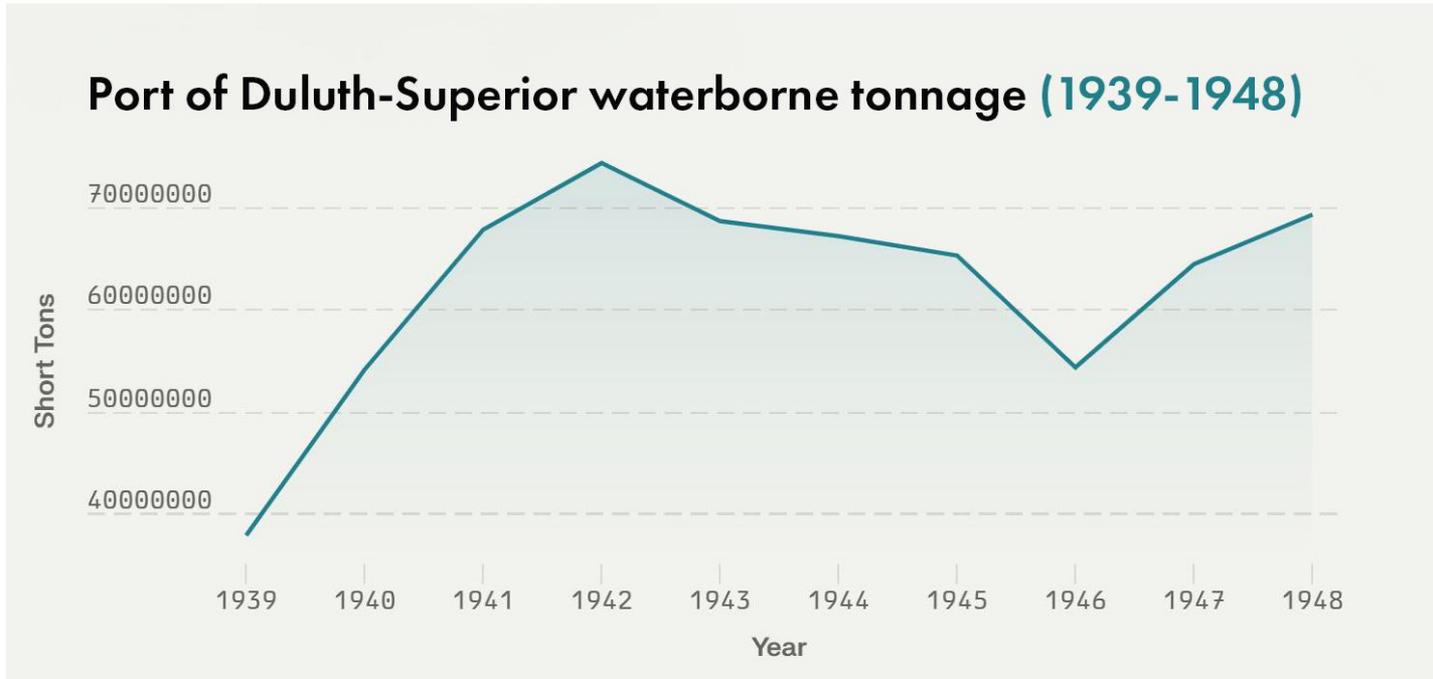
He explained that one of the great benefits of the project, if it is completed, would be the shortening of the distance from the Middle West to Europe. He further pointed out that it would greatly enlarge the trade area of Duluth and the surrounding communities.

Mr. Pharris quoted numerous statistics which explained the position which Duluth now held as a port and the amount of incoming commerce which it would have to develop, if the waterway was completed.

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

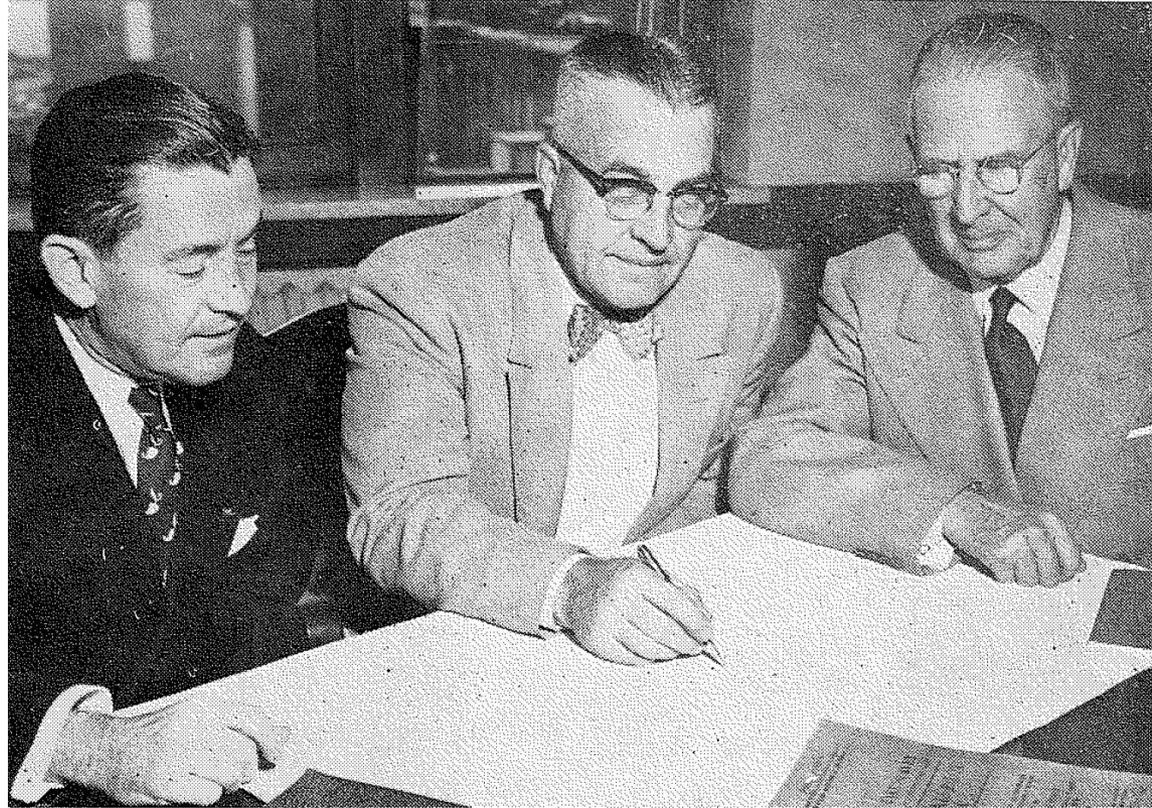


**Supplying
the arsenal:**
Iron ore
tonnage
through the
port
skyrocketed
during World
War II,
topping 60
million tons
for the first
time in 1942.



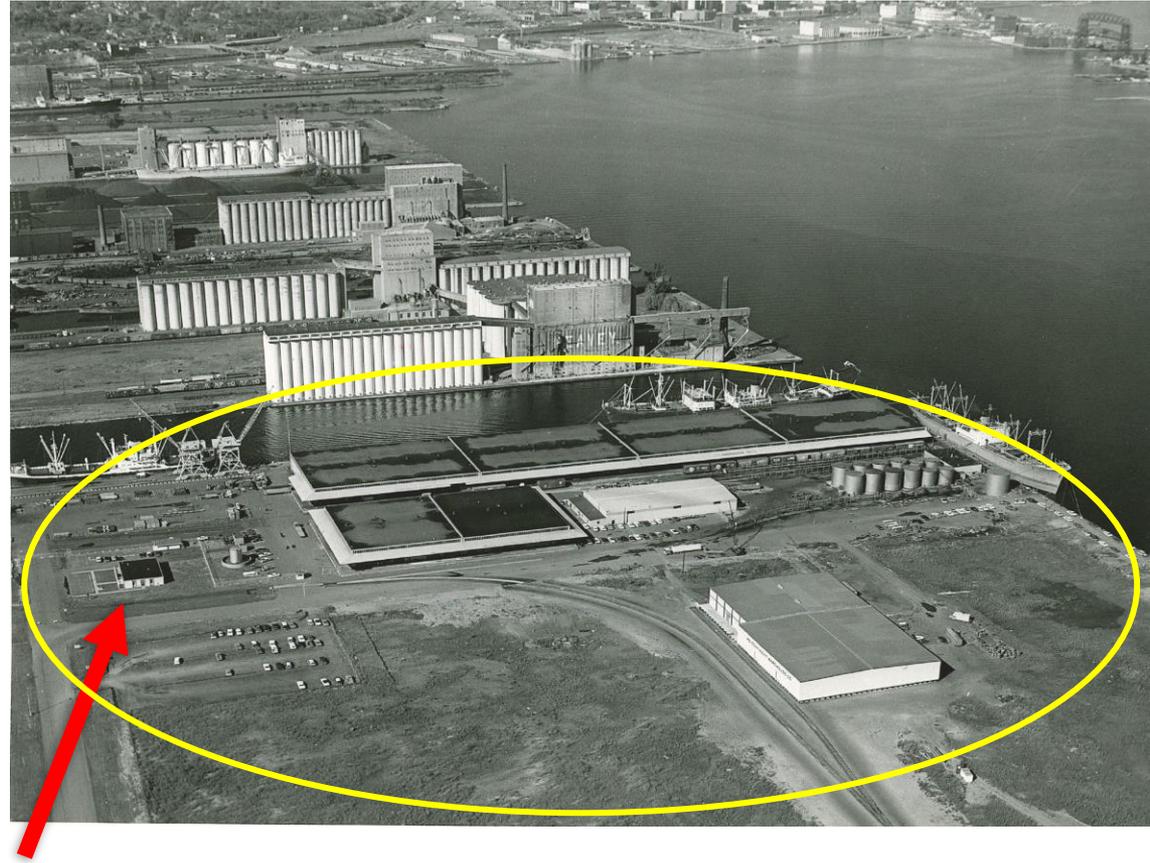
New Beginnings: In May 1954, U.S. Congress passes Wiley-Dondero Act, committing to binational dredging and blasting of what would become St. Lawrence Seaway.

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.

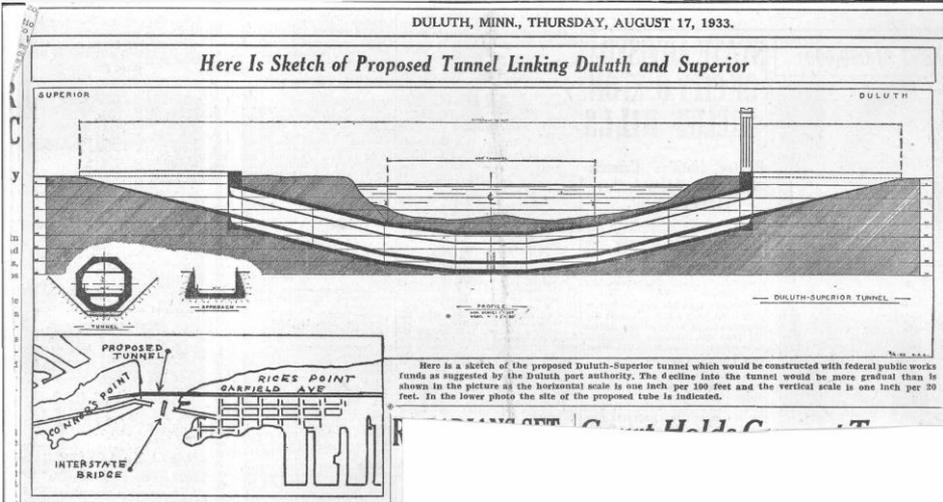


HQ: The Port Authority's first dedicated office building.

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.



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.





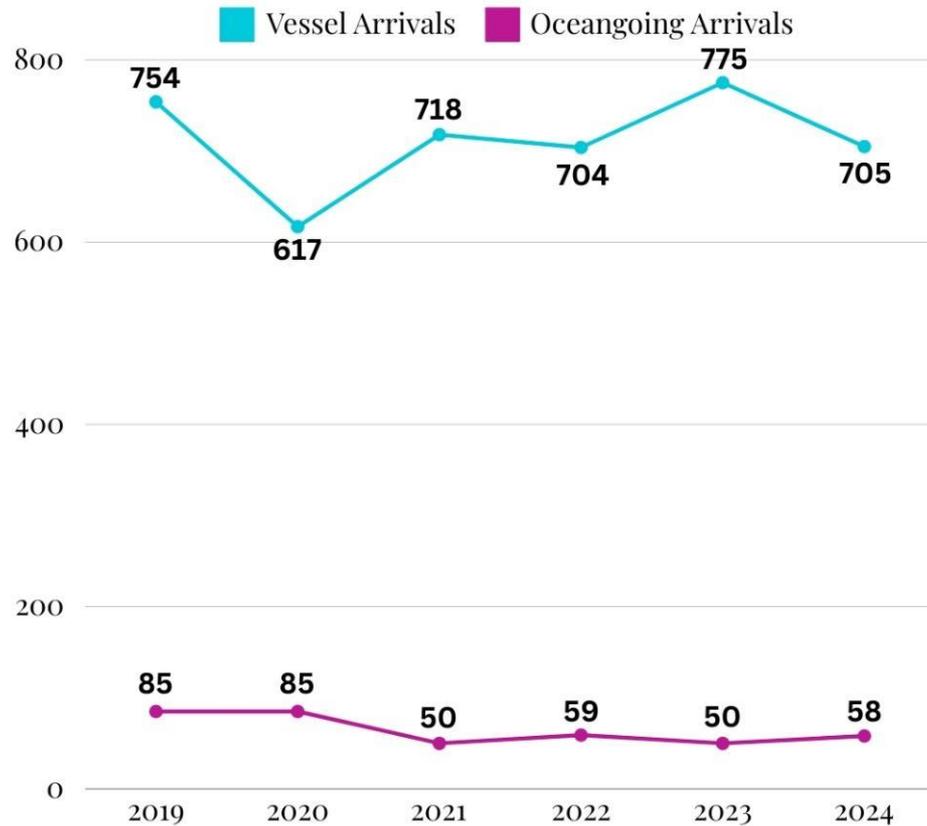
By the Numbers: 2024

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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, max of 13.8% in 2020).



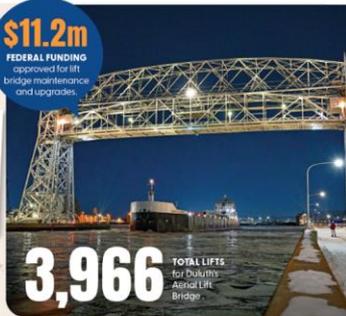
4,049

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.

Image: Adam Beckwith, Gus Schaefer, Chris Marcelli, Jason Howe, David Schaefer

GLOBAL CONNECTIONS

KEY: Import Export

29

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



31%

YOY INCREASE IN EXPORT TONNAGE

DULUTH DELIVERS

500,000

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



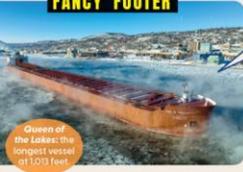
793,885

SHORT TONS of grain shipped.

The most since 2021.

35

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



3.3m

SHORT TONS OF LIMESTONE shipped.

The most since 2020.



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.

2024 Shipping Season Highlights

- Overall decent shipping year.
- 31% year-over-year increase in export tonnage
- Overall tonnage decreased 6.8% from 2023, and 4.1% below the five-season average:
 - largely due to the 10.4% decrease in iron ore tonnage from 2023
 - recall 2023 iron ore tonnage was the highest it had been since 1995

2024 Shipping Season Highlights

- Iron ore approximately half of this port's total tonnage
 - Port's primary cargo since 1890
- Port's primary export is iron ore
 - 1/3 of Port's iron ore tonnage went to Canada
 - 1/5 of all tonnage was trade with Canada
- Limestone ↑, Cement ↓, Salt ↓, Grain ↑, Coal ~

2024 Shipping Season Highlights

- Tonnage is not the full story – lighter items may be very good financially
- Wind energy cargoes highest volumes since 2020
 - departed Port on rail rather than truck
- >4000 cruise ship passengers in Duluth (2023, 2024)

ECONOMIC IMPACT

PORT OF
DULUTH-SUPERIOR



ECONOMIC ACTIVITY
Total for the port

BUSINESS REVENUE
Directly related to cargo-handling

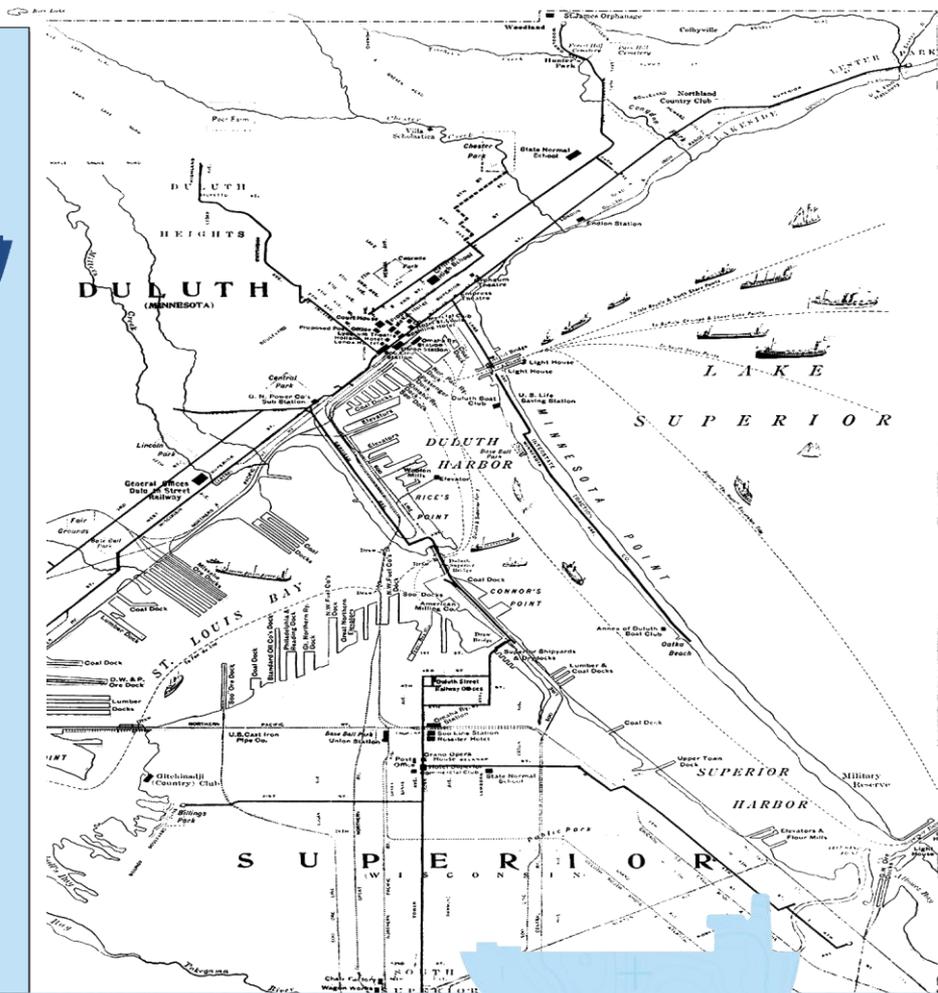
INCOME GENERATED
Personal income & local consumption

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, Month Associates (2022)



The Port of
Duluth-Superior:
A powerful
economic
driver

\$1.6B

\$1.3B

\$569.3M

\$214.9M

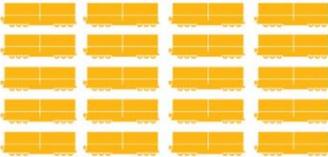
33M

7,136

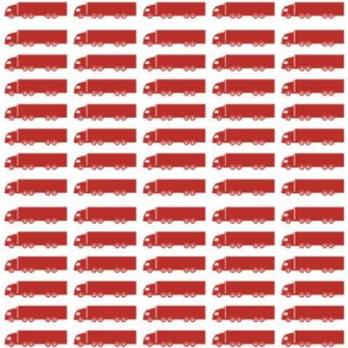
CARRYING 70,000 TONS OF BULK CARGO REQUIRES



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

Duluth Seaway Port Authority

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



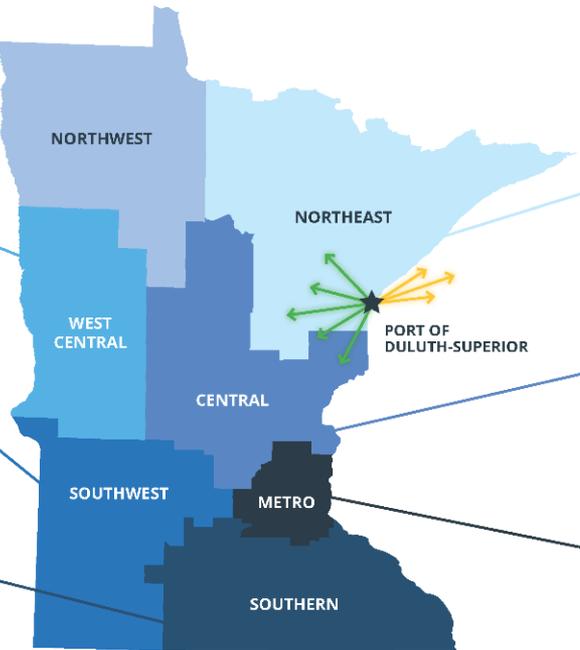
OUTBOUND VIA DULUTH



CLEANER + GREENER

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

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



NORTHEAST

INBOUND VIA DULUTH



OUTBOUND VIA DULUTH



CENTRAL

INBOUND VIA DULUTH



OUTBOUND VIA DULUTH



METRO

INBOUND VIA DULUTH



OUTBOUND VIA DULUTH



Ongoing HTAC Tasks

- Updating the voting member list
 - Retirements and a remaining opening
- Need to fill the Vice Chair position
- Remain a conduit of harbor-related happenings and information to a diverse group of stakeholders
- Re-establishing proper functioning of Subcommittees