

Port of Superior

Infrastructure Needs/Future Planning

Special Committee on Wisconsin's
Transportation Network Infrastructure

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Planning Efforts

Land Use and Management Plan for the Duluth-Superior Harbor – 1978
Connors Point Development Program – 1978
NP Ore Dock/Hog Island Use Analysis – 1982
Duluth Comprehensive Port Development Plan – 1992
St. Louis River Remedial Action Plan – 1992, 1995
Resolution of Land Use Conflicts at Inland Waterways – 1996
Erosion and Sedimentation in the Nemadji River Basin – 1998
Superior Comprehensive Plan – 1998
Dredged Material Management Plan – 1998
Harbor Partnering Agreement – 1999
Duluth-Superior Landside Port Access Study – 2000
Lower St. Louis River Habitat Plan - 2002
Barkers Island Redevelopment Plan – 2002
Twin Port Intermodal Study – 2003

Economic Impact of the Port

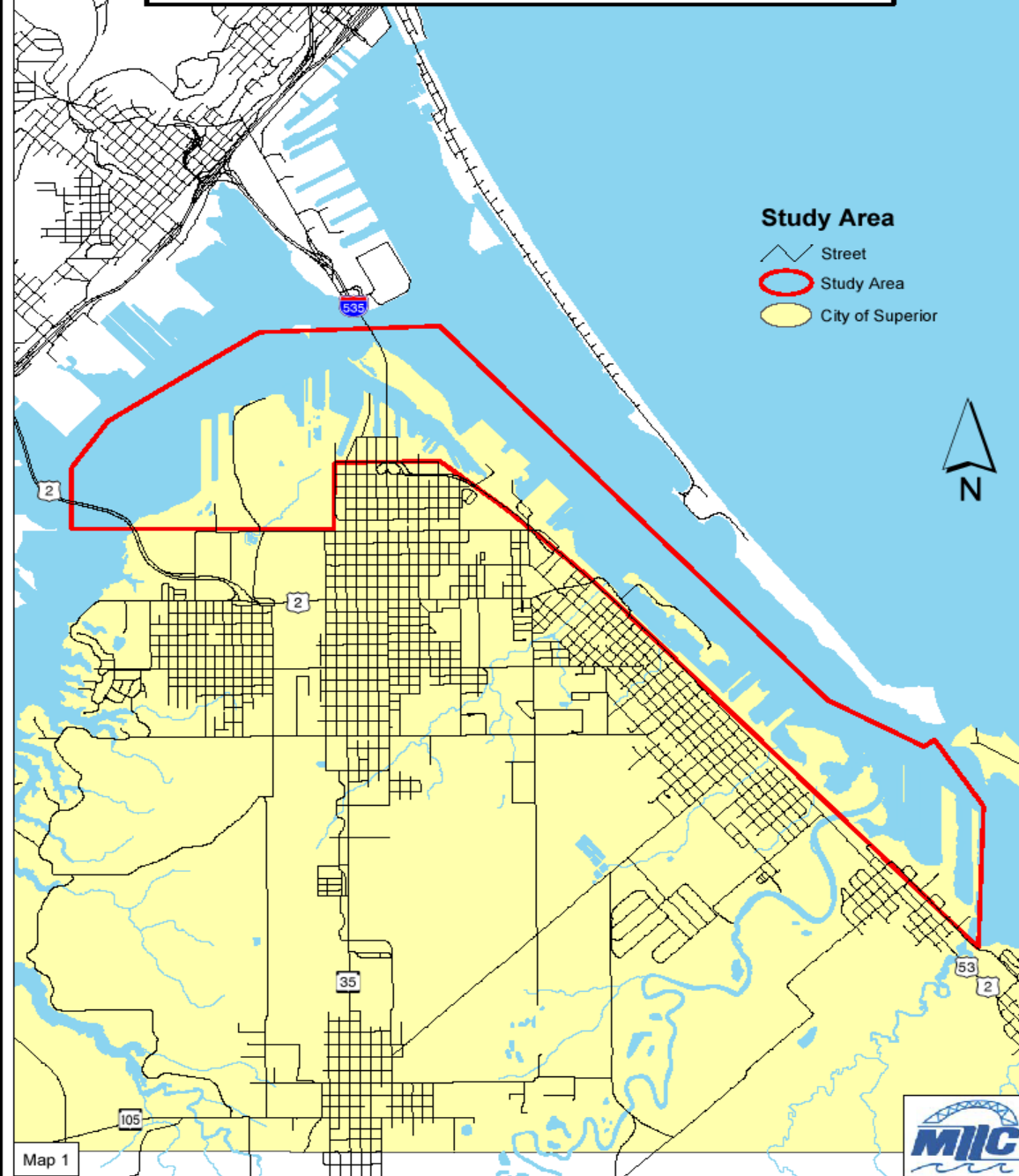
- ✓ The total economic impact for the 2001 shipping season was estimated at over \$210 million
- ✓ \$138 million in direct impact or the cost of transshipping goods and the capital investments. The other portion (over \$72 million) was indirect impacts plus induced impacts, or the purchase of goods and services from other economic sectors, along with the wages paid workers in the direct and indirect activities.
- ✓ The port generated 1,227 jobs directly and 766 jobs indirectly in 2001. The port handled 36.5 metric tons of cargo in 2001 valued at \$1.9 billion. Coal was the leading cargo with 15.1 metric tons followed by iron ore (13.9 million tons), grain (3.8 million tons) and various dry bulk cargoes (3.4 million tons).

Superior Port Land Use Plan

June 2003

- ✓ Developed by the Metropolitan Interstate Council (MPO)
- ✓ Examined the current status of port operations
- ✓ Provides guidance on land use decisions for the future
- ✓ Identifies needs of the port
- ✓ Developed recommendations based on input from users
- ✓ Adopted by the City of Superior Council in Summer of 2003

Superior Port Land Use Plan Study Area



Survey

1. What do you need infrastructure-wise to expand or improve your business?

- ✓ Improved trackage to handle larger trains.
- ✓ More dock space anywhere on the waterfront in Duluth or Superior.
- ✓ Road improvements would always help.
- ✓ Would like to have city services (water & sewer) extended to their operation.

2. Do you need improved access to roads or rail?

- ✓ Access roads always need some improvement. Working with railroads to improve rail access.
- ✓ An improved truck route
- ✓ Truck access issues conflict at times with local neighborhood.
- ✓ Road surface could be wider and strong enough to support truck traffic.

3. What other types of businesses would you like to see develop along the Superior waterfront?

- ✓ Only industrial or heavy industrial or maritime-related.
- ✓ Prefer mostly maritime, do not want to see any maritime facilities with dock space transition to another use.
- ✓ Maritime and industrial would be most beneficial. Recreation uses ok in certain areas.
- ✓ More maritime business would benefit community.
- ✓ No Tourists! The waterfront area along the maintained shipping canal should be reserved for maritime-related industries.
- ✓ Larger industry would bring higher paying jobs and strengthen current businesses.

8. What could be done to make the port of Duluth-Superior more competitive with national freight rail, Mississippi River shipping, or East and West Coast shipping?

- ✓ Load ships to deeper draft. Soo Lock Improvements would greatly increase freight flow throughout the Great Lakes region.
- ✓ Seaway tolls make it difficult to compete with other modes and ports. Profits are measured in pennies per ton. Lack of year-round shipping season on Great Lakes also hurts competitiveness.
- ✓ World markets have large impact on ship repairs. Ocean ships can receive service at third world ports at a fraction of the cost because of the difference in labor costs.
- ✓ More barge traffic with Canada would benefit Duluth-Superior port. A longer shipping
- ✓ They would like to see progress on the deepening of the St. Lawrence Seaway system as well as looking at extending the shipping season. Planning for larger ships in the future is also important.
- ✓ In general, making our port more efficient would be a first step. This would entail developing improved truck routes such as the proposed route in Superior. Competition in rail rates would also help. Look at developing facilities such as a grain off-loading facility.

Superior Port Current Land Use

Current Land Use

- Street
- Study Area
- Single Family Residential
- Multi Family Residential
- Commercial
- Light Industry-Maritime
- Light Industry-Non Maritime
- Heavy Industry-Maritime
- Heavy Industry-Non Maritime
- Public-Semi Public
- Transportation
- Railroad
- Park and Rec
- Open Water
- Transitional
- Grassland/Pasture
- Forested
- Brushland



Current land use determined for Douglas County platted parcels.

Superior Port Facilities

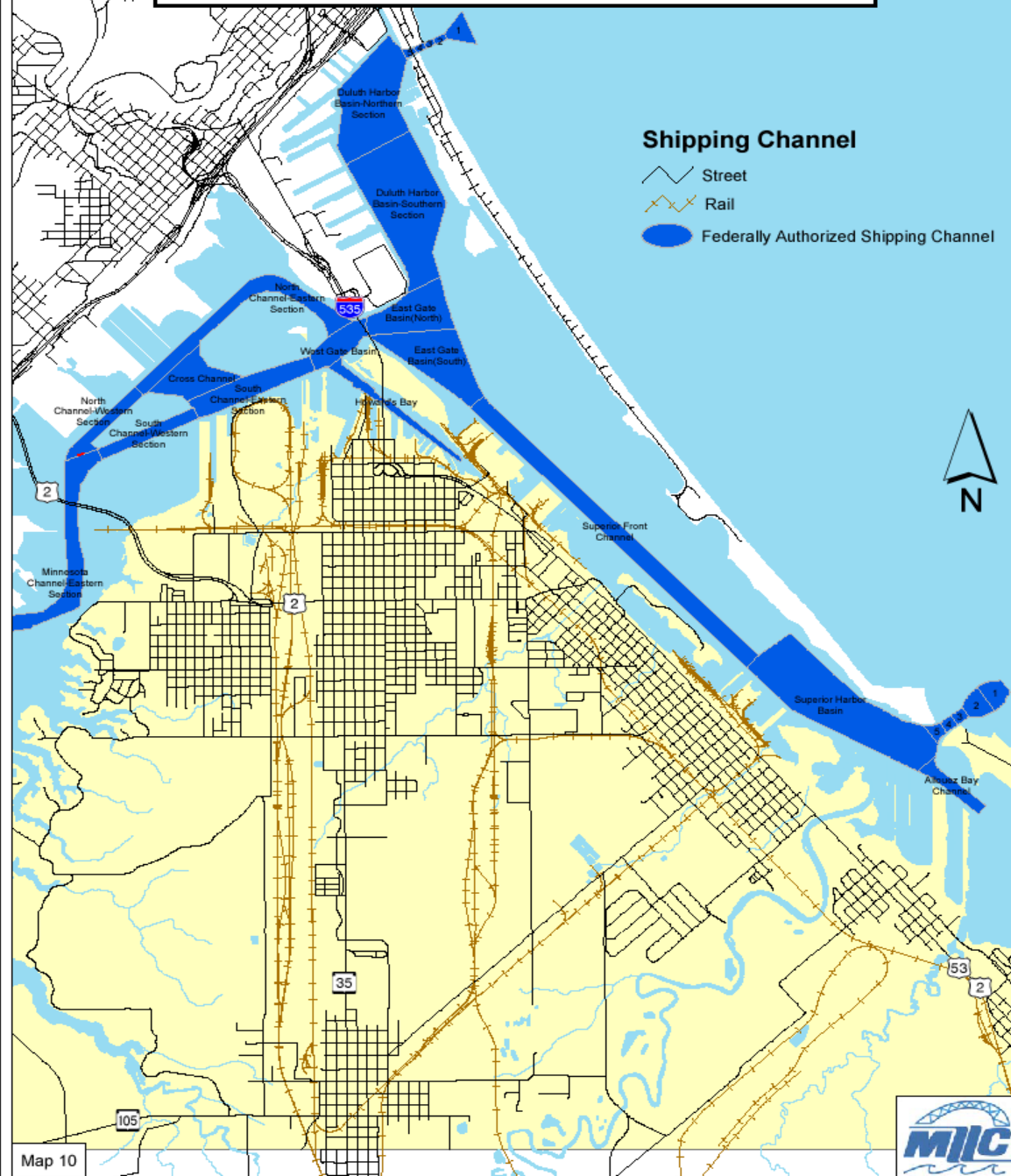
Port Facilities

- Piling
- Port Facility
- Rail
- Street
- Study Area
- Building



Map Ref #	Facility	Active Dock
1	Hallett Dock #8	Y
2	C. Reiss Coal Co. - Berwin Dock	N
3	Former BP Amoco Oil Dock	N
4	Superior Midwest Energy Terminal	Y
5	General Mills, Elevators S & X	Y
6	Former Globe Grain Elevator	N
7	Barko Hydraulics/Tower Avenue Slip	N
8	Cenex Harvest States	Y
9	Fraser Shipyards	Y
10	End of Connors Point (west of Blatnik Bridge)	N
11	Northways Carriers	N
12	Peavy Connor's Point	Y
13	Former Georgia Pacific Corp.	N
14	CLM Limestone Dock	Y
15	Lafarge Corporation	Y
16	Former Elevator O	N
17	Con Agra Elevator M	Y
18	Former Lakehead Pipeline Dock	N
19	Former NP Ore Dock	N
20	Burlington Northern Sante Fe Idle Ore Docks	N
21	Burlington Northern Sante Fe Ore Dock #5	Y
22	Bunge Dock	Y

Federally-Authorized Shipping Channel



Superior Port Future Land Use

Future Land Use

-  Street
-  Study Area
-  Commercial
-  Industrial
-  Maritime
-  Maritime/Industrial
-  Maritime/Recreation
-  Natural Area
-  Public Utilities
-  Recreation
-  Residential



In the development of this map the following legal documents were referenced:

- Public Trust Doctrine (Wisconsin State Constitution)
- City of Superior Zoning Ordinance

Future Facility and Development Considerations

- ✓ Remove unusable buildings and superstructures along the Superior waterfront that do not have reuse potential and could become a hazard or impediment to future land uses.
- ✓ The City of Superior in conjunction with other port stakeholders should take a holistic approach to cleaning up contaminated sediments in the entire St. Louis River Estuary. Other port stakeholders include all federal, state, and local agencies involved in port management activities.
- ✓ Non-maritime use of waterfront land should be viewed as an interim use until an appropriate use is realized.
- ✓ Identify opportunities for private, public or public/private partnerships to rehabilitate and reuse underutilized dock structures for additional maritime commerce uses.

Future Facility and Development Considerations

Truck Route – A future truck route could connect the Trunk Highway 35 area near the intersection of Tower Avenue and North 3rd Street to Trunk Highway 2, where a planned new off ramp from the Bong Bridge would connect with Winter Street.

Fumigation Yard – A central site is needed in the Duluth-Superior port area to conduct fumigation of grain cars. A central facility would provide a site to conduct fumigation to rail cars from all area grain elevators.

Additional Wintering Dockage – The port of Duluth-Superior currently provides winter dockage and maintenance services to as many as 15 Great Lakes ships.

Grain Off-Loading Facility

Marine Intermodal Facility

Expansion of Existing Marina Facilities