



Duluth-Superior Metropolitan Interstate Council  
**HARBOR TECHNICAL ADVISORY COMMITTEE**  
**MEETING SUMMARY**  
**JUNE 1, 2022**

HTAC Voting Members Present			
Representative	Organization	Representative	Organization
Ed Anderson	City of Superior/Citizen Rep	Joel Johnson	Lakehead Boat Basin, Inc.
Cameron Bertsch	Douglas County	Shawn Krizaj	City of Duluth Fire Dept
Natalie Chin	WI Sea Grant	Jason Laumann	NWRPC
John Downing	MN Sea Grant	Patrick Phenow	MnDOT
Marshall Elder	Midwest Energy Resources	Steve Robertson	City of Duluth
Ken Gerasimos	Great Lakes Fleet/Key Lakes	Ian Shoup	Compass Minerals
Gary Glass	Izaak Walton League	CMDR Frances Smith	USCG/Marine Safety Unit Duluth
Cherie Hagen	WI DNR	Jeff Stollenwerk	Duluth Seaway Port Authority
Barb Huberty	MPCA		
HTAC Voting Members Absent <span style="float: right;">* Excused</span>			
Representative	Organization	Representative	Organization
Dan Belden	WLSSD	Dan Hartman	DECC
Steven Brossart	US Army Corps of Engineers	Robb McGhie	Perkins Specialized Transp Contract
Brian Boder	St Louis Cnty Public Works	Ed Montgomery	Sea Service, LLC
Kris Eilers	St Louis River Alliance	Nick Patterson	JF Brennan Co, Inc
Matti Erpestad	Recreation-Non-Motorized	Dena Ryan	WisDOT – NW Region
Brandon Kohlts	WLSSD ( <i>alternate</i> )	Jason Serck	City of Superior
vacant	MnDNR	Lou Weichselder	CN
Others Present			
Representative	Organization	Representative	Organization
Hannah Alstead	Office of Tina Smith	Stefano Piazzi	USCG
Kevin Beardsley		Barb Peterson	MIC Admin Asst
Dan Breneman	MPCA	Kelsey Prihoda	MN Sea Grant
Ron Chicka	MIC Director	Daniel Rust	UWS/Transp & Logistic Res Ctr
AF Clavette	US Customs & Border Protection	Ricky Sarran	MIC
Deb DeLuca	Duluth Seaway Port Authority	Ted Smith	Marine Tech
Ericx Dott	Barr Engineering	Jeff Stark	DECC
Kate Ferguson	Duluth Seaway Port Authority	Lisa Stern	Wis DOT
Jayson Hron	Duluth Seaway Port Authority	Dr Richard Stewart	Retired/Tech Advisor
Seth Johnson	AMI Engineers	Mike Sullivan	MARAD
Jon Lamb	Duluth Cargo Connect	Ian Vincent	
Kris Liljeblad	MIC	Maren Webb	MnDOT Dist 1
Sakib Mahmud	UWS	Mike Wenzholz	WI DNR
Joe McGinnis	USCG-Duluth MSU ( <i>alternate</i> )	Natalie White	SEH
Prescott Morrill	MIC Planner	Hans Wronka	Burns & McDonnell
Guy Partch			



## Introductions / Agenda Review / Committee Business

HTAC Chair Ed Anderson called the meeting to order at approximately 9:05 AM. Ron Chicka welcomed everyone to the quarterly meeting and addressed a few issues to help assure the meeting goes smoothly in the virtual environment.

Chair Anderson asked if there were requested changes to the March 2, 2022, Meeting Summary. Jeff Stollenwerk noted that in the update of the Erie Pier Mgmt Plan it states, “800 miles of navigation channel” and it should be 18 miles not 800. With that, Chair Anderson asked for a motion to approve with the correction.

<b>Motion Discussion and Vote</b>	Joel Johnson/Jeff Stollenwerk moved to approve the 3.2.21 meeting summary as amended. There was no discussion; the motion was approved unanimously.
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## Subcommittee Updates

### Navigation Subcommittee Meeting, Joe McGinnis

Lt. McGinnis identified scheduled activities in the Harbor area during the upcoming summer season.

### Dredge Materials Working Group, Steve Brossart

There was no subcommittee report.

## Container Shipping on the Great Lakes, Jonathan Lamb, Duluth Cargo Connect

Jonathan provided a presentation starting with the current situation, with only two ports on the Great Lakes, Cleveland and Duluth, that are capable of handling containers. Cleveland is part of the Cleveland-Europe Express. Container shipments to Duluth have historically tended to be one-off for multiple reasons including seasonality. In the future this could change considering growing demand (freight tonnage will grow 50% by 2050) and the existing cargo congestion at ports on both the Atlantic and Pacific coasts which causes delays for all parties. Container shipping on the Great Lakes could provide diversified cargo routing that would allow quicker trucking turnarounds, customer-friendly service, cost savings, and environmental benefits. Making this happen will be challenging because limited ports are served by US Customs and Border Protection, the seaway is seasonal and focused on the Atlantic, ships that can navigate the lakes offer lower capacity – thus higher costs, and there is no existing container shipping to provide an example. He described two models: Port to Port – direct to Europe or Asia (12-50 days one-way), and Feeder Service from Duluth to Cleveland/Montreal (2 round trips/month). The desire is to create a sustainable container service that would grow with freight demand, improve flexibility and service for shippers, and take advantage of our greater availability of dray capacity. It would require port investments to improve land side access by trucking and rail haulers, and commitments by multiple stakeholders including ocean carriers, ports, terminal operators, trucking companies, and freight shippers/receivers. A container shipment by a Wisconsin agricultural company to move their product to ports in Europe is a positive sign.

## Great Lakes Fleet Shipping, Summary & Highlights, Ken Gerasimos, Key Lakes

Ken said that this year the slow ice-out on the Lakes delayed the movement of ships. However, the pandemic has meant that some ships are not moving at all this season, and unlike other years, there is no congestion at



the locks. He apologized for not being available to talk longer as he had to deal with a shipping emergency. He offered to provide a more complete report at the next HTAC meeting in September.

### **Cruise Ship Visits to Duluth in 2022, Jeff Stark, DECC**

Jeff reported on the results of the 600' long Viking Cruise Ship Octantis that came into the Duluth Harbor on May 30<sup>th</sup> Memorial Day with 400 passengers and 250 crew members. Due to the lack of adequate draft at the moorage behind the DECC, the passengers had to be off-loaded and shuttled to port via a smaller boat. This issue will be corrected later this year with a construction project to replace the seawall. The DECC processed the passengers in 15 minutes. As they came from Thunder Bay they were required to be cleared by US Customs and Border Protection before they could board buses to Glensheen, the North Shore Scenic Railroad, and other local attractions. This event demonstrated that the system the DECC had set up will work well to process visitors for the remainder of the summer cruising season, which is scheduled to include eight more cruise ship visits by the Viking line.

### **Boating Safety in the Duluth-Superior Harbor, Mathew Mote, BM2 USCG**

Matt introduced himself as a Boarding Officer who works out of the Duluth Station to police navigation by commercial and recreational watercraft on the harbor in compliance with State and Federal regulations. He broke down the regulations applying to life jackets – wearable and throwable, fire extinguishers, and added gear such as licensing, hull identifiers, and sound signaling devices. He highlighted a recent federal law that requires that children under 13 years of age must wear a properly fitted personal floatation device on recreational vessels though state laws vary. Another recent federal law (April 2021) requires the use of an engine cut-off-switch (ECOS) during the operation of any motorboat over 3 horsepower. For further information he directed us to the Coast Guard website at [www.uscgboating.org](http://www.uscgboating.org).

### **Roundtable**

Kris identified the June 12-16 Annual Meeting at the DECC of the American Society of Reclamation Sciences. This is an opportunity to identify potential use of dredge materials for mining reclamation and other uses. Barb Huberty provided a handout of the St. Louis River Area of Concern activities for this summer. She indicated that a \$113 million contract for work at Spirit Lake/Munger Landing had been awarded to JF Brennan. Also, she requested that attendees share their memories of activities on the estuary to capture the magnitude of change brought about by clean-up efforts. A Change of Command Ceremony was announced by the US Coast Guard for 11 am on Friday July 8<sup>th</sup> at Lincoln Park Middle School where Commander Frances Smith will be relieved by Commander Jarrod DeWitz.

**With no other items brought forward, Chair Anderson adjourned the meeting at 10:40 AM.**