

Harbor Technical Advisory Committee Updates



MIC Policy Board Meeting September 16, 2026

Mike Wenholtz

HTAC Quarterly Meeting

- Continue to be held as “Hybrid” meetings (in-person with a virtual option)
- Good attendance - 50 participants
- Good variety of topics presented
- Quality presentations
- Roundtable

HTAC Business & Subcommittee Updates

- HTAC Bylaws Revisions – note approval by MIC PB
- Port Land Use Plan – Status Update
- Dredging SC Meeting Summary



Iron Ore Business Unit (IOBU)

September 2026 | Minnesota



Summary Overview

CN Iron Ore Franchise

- The CN iron ore franchise is comprised of rail transportation, dock operations, and the Great Lakes Fleet (GLF) vessels.
- CN currently serves two major mines for U.S. Steel (Minntac) and Cleveland-Cliffs (Utac) at 100% market share.
- Iron ore pellets are primarily supplied to domestic steel production facilities, as well as to third parties and exported overseas.
- The life expectancy of Minntac and Utac are both over 60+ years, and Minorca was at 12-15 years with continuous expansion.

Rail Transportation

- The location of the mines are well tapped into CN's network with direct access to the docks and CN's North America system.
- CN is projecting to move approximately 481K carloads in 2026.
- A regular long-haul service from Minntac to Convent, LA for Javelin Global Commodities export shipments is included.

Dock Operations

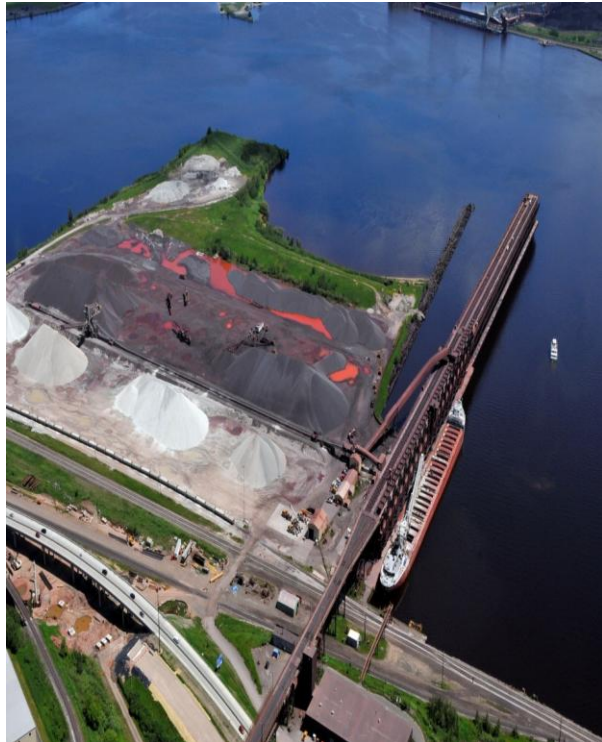
- CN currently owns and operates four active dock facilities in Duluth, MN, Two Harbors, MN, and Conneaut, OH.
- Dock operations consist of train, truck, and vessel loading/unloading, as well as other value-added services.

Great Lakes Fleet

- The Great Lakes Fleet owns nine and currently operates five vessels in the Great Lakes region.
- GLF is expected to carry 12.9M NT in 2026.

CN Dock Operations

Four Docks Serving CN Rail Transportation and the Great Lakes



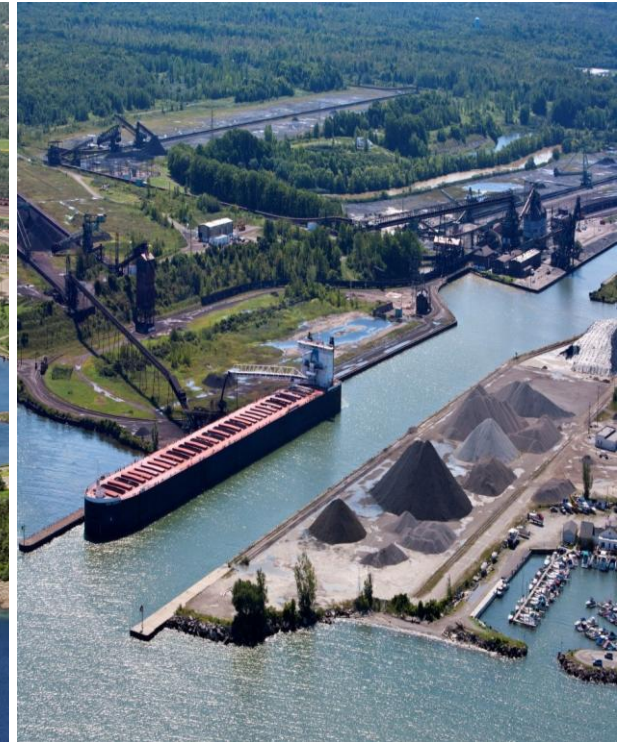
Duluth, MN

Cleveland-Cliffs Utac and U.S. Steel Minntac



Two Harbors, MN

U.S. Steel Minntac and Cleveland-Cliffs Minorca



Conneaut, OH

U.S. Steel Edgar Thomson Works (ET)



Wisconsin State Freight Plan

2027



WI State Freight Plan – Primary Goals

- Enhance safety, security, & resiliency
- Ensure system preservation & enhancement
- Enhance system mobility, operations, reliability, efficiency, & connectivity

WI State Freight Plan

- This is the third iteration - first one released in 2018
- Includes analysis of cargo volumes and monetary values along various corridors and by different modes - to help make informed infrastructure investment recommendations
- To be completed and approved by June 22, 2027

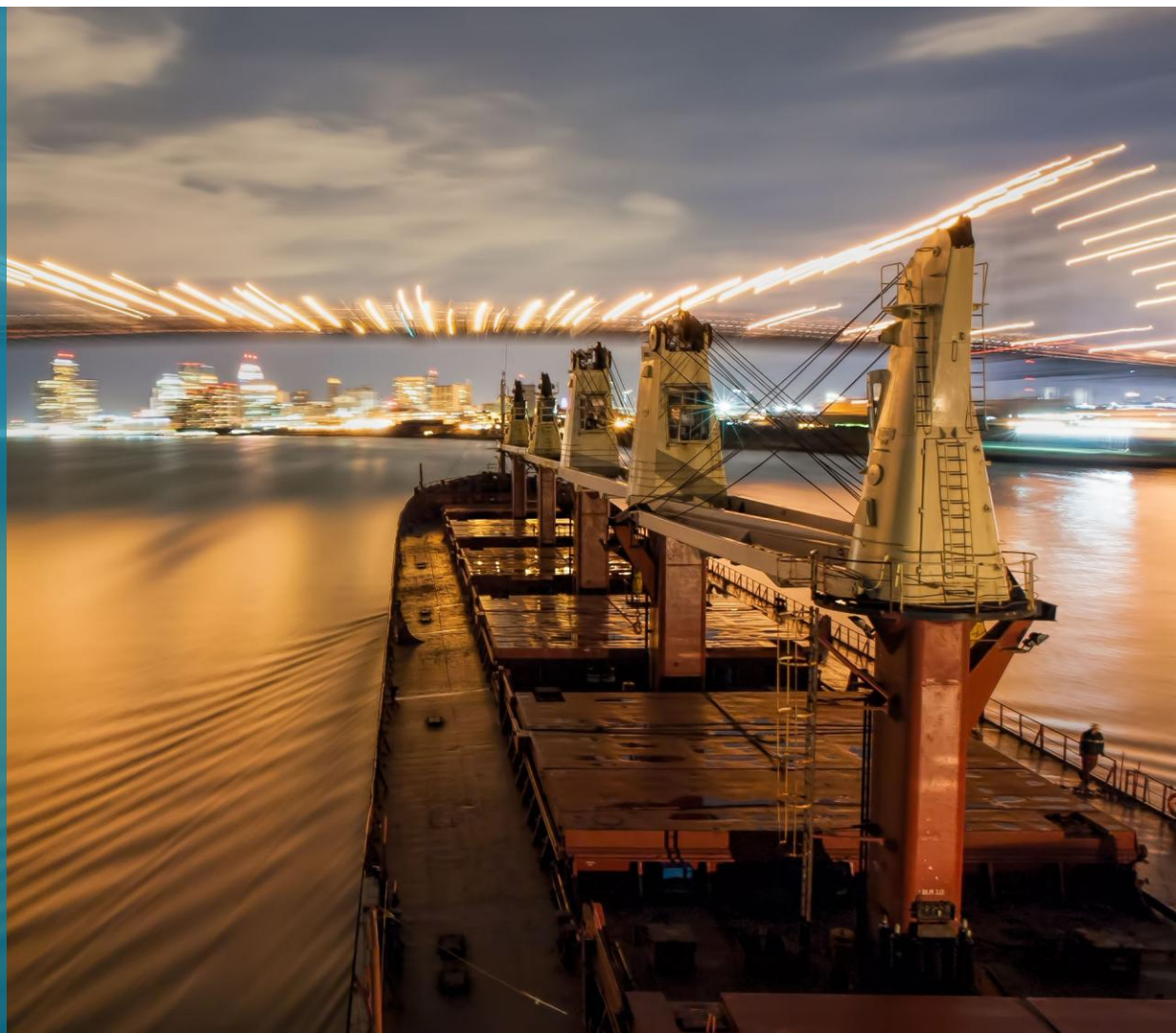


GREAT LAKES
ST. LAWRENCE
GOVERNORS
& PREMIERS

UNITED FOR GROWTH

GSGP Maritime Initiative Overview and Update

September 2, 2026



Great Lakes St. Lawrence Governors and Premiers

40+ years of collaboration
among the region's chief
executives to grow the
economy and protect the
world's greatest freshwater
system.



GSGP Board Members



Josh Shapiro
Governor of Pennsylvania
Chair



Mike Braun
Governor of Indiana
Vice Chair



JB Pritzker
Governor of Illinois



Gretchen Whitmer
Governor of Michigan



Tim Walz
Governor of Minnesota



Kathy Hochul
Governor of New York



Mike DeWine
Governor of Ohio



Doug Ford
Premier of Ontario



Christine Fréchette
Premier of Québec



Tony Evers
Governor of Wisconsin



Maritime Initiative Governance

GSGP's maritime work is directed by representatives from member States and Provinces.

Wisconsin and Québec are the current co-chairs.



A \$9 Trillion (us) Regional Economy

3rd largest economy
in the World

 **2** countries

 **100** million
people

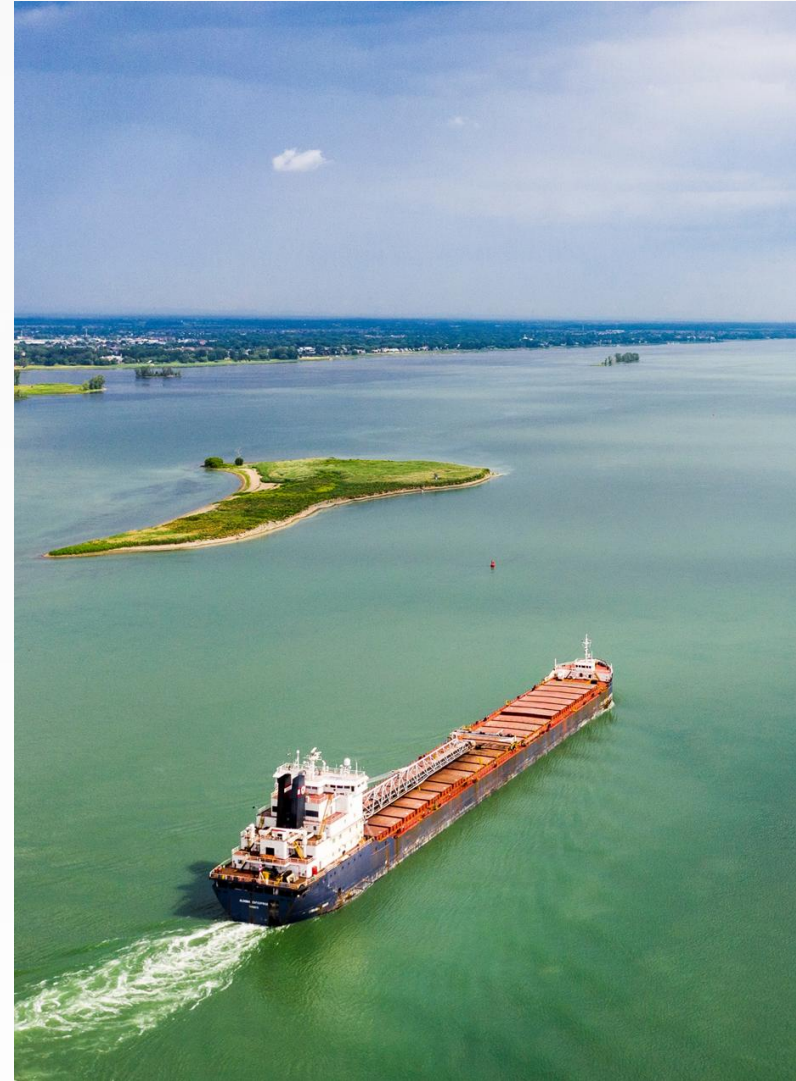
1 one
region

10 states and
provinces



GSGP Programs

- **Export Promotion**
- **Maritime Transportation**
- **Tourism**
- **100% Great Lakes Fish**
- **Restoration and Protection**
- **Water Management**
- **Aquatic Invasive Species**
- **Trees Initiative**
- **Sustainable Agriculture**



Regional Maritime Initiative

Three primary objectives for GSGP's maritime work:



Double maritime trade



Shrink the environmental impact of the region's transportation system



Support the Region's Industrial Core

Opportunities for Growth

New Cargo



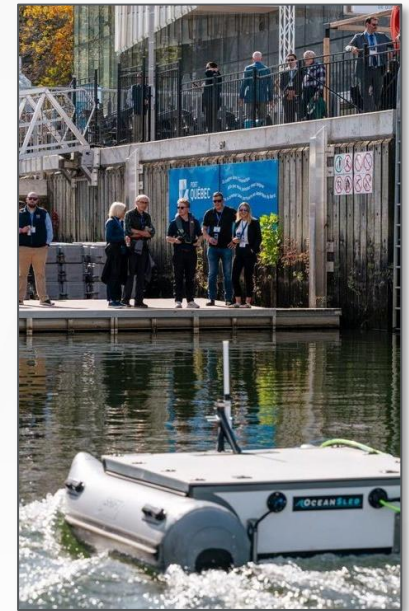
Cruises



Shipbuilding



Innovation



The Great Lakes St. Lawrence Seaway System

HTAC Meeting
September 2nd, 2025



DULUTH-SUPERIOR
**Metropolitan
Interstate Council**



The St. Lawrence
Seaway Management
Corporation

Corporation de Gestion
de la Voie Maritime
du Saint-Laurent



Presented by:
Ken Carey, General Manager, Commercial

SLSMC

- The St. Lawrence Seaway Management corporation (SLSMC) was established in 1998 as a not-for-profit corporation, succeeding the St. Lawrence Seaway Authority (a crown corporation created in 1954)
- In accordance with the Canada Marine Act, the SLSMC manages and operates the Canadian assets of the Seaway for the Government of Canada



HWY H₂O

- HWY H₂O is a membership-based association
- (Carriers, Ports, Stevedores, Logistics Providers, Cruising)
- The H₂O brand is used to promote the entire system both domestically and abroad
 - Single point of contact
 - SLSMC alone has limited impact
 - Pooling of resources
 - Catalyst role



One in Three Live Near a Great Lakes Port

1 in 3 North Americans
live within 8 hours of
a Great Lakes port



Density is rising.
Marine must be
part of the solution.

↔ Marine Transport

🚂 Rail Transport

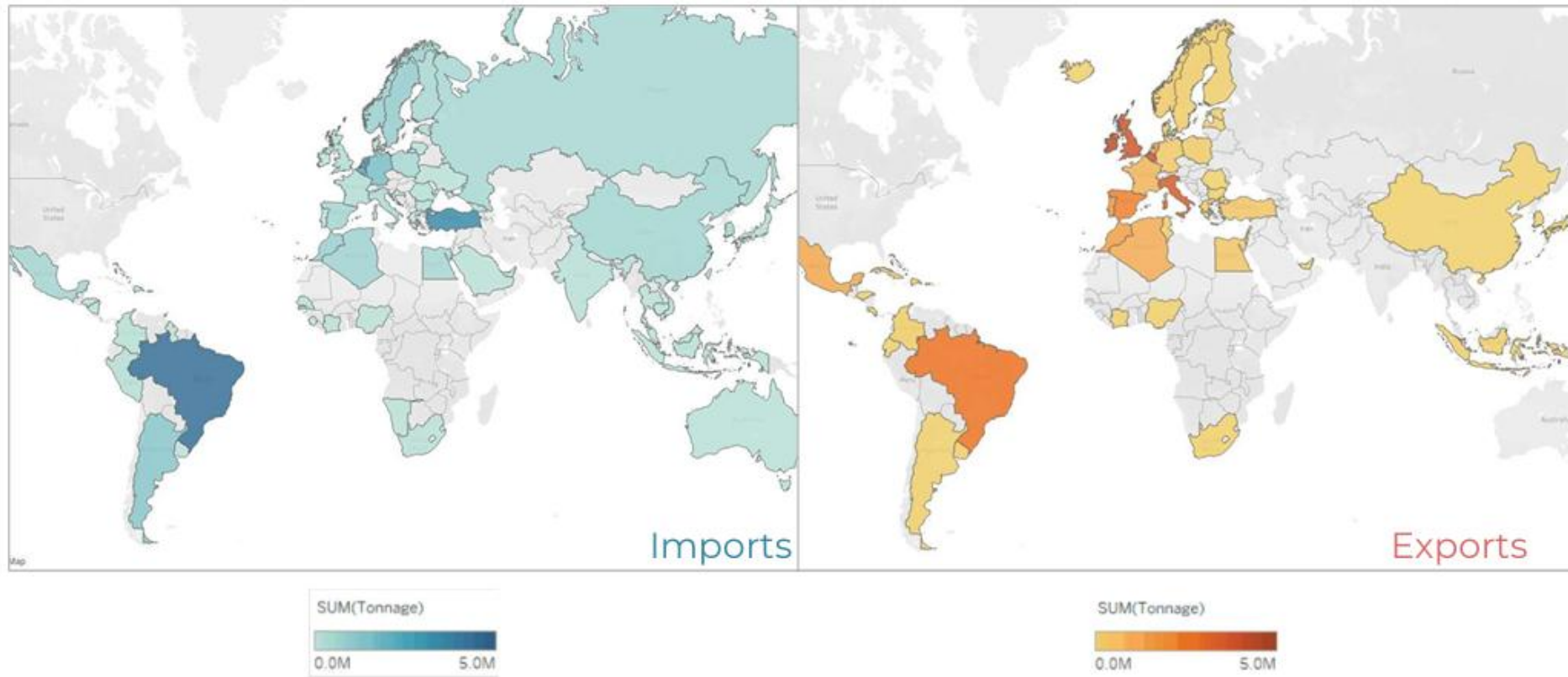
➡ Truck Transport





27 CROSS-BORDER TRANSITS

Seaway International Markets





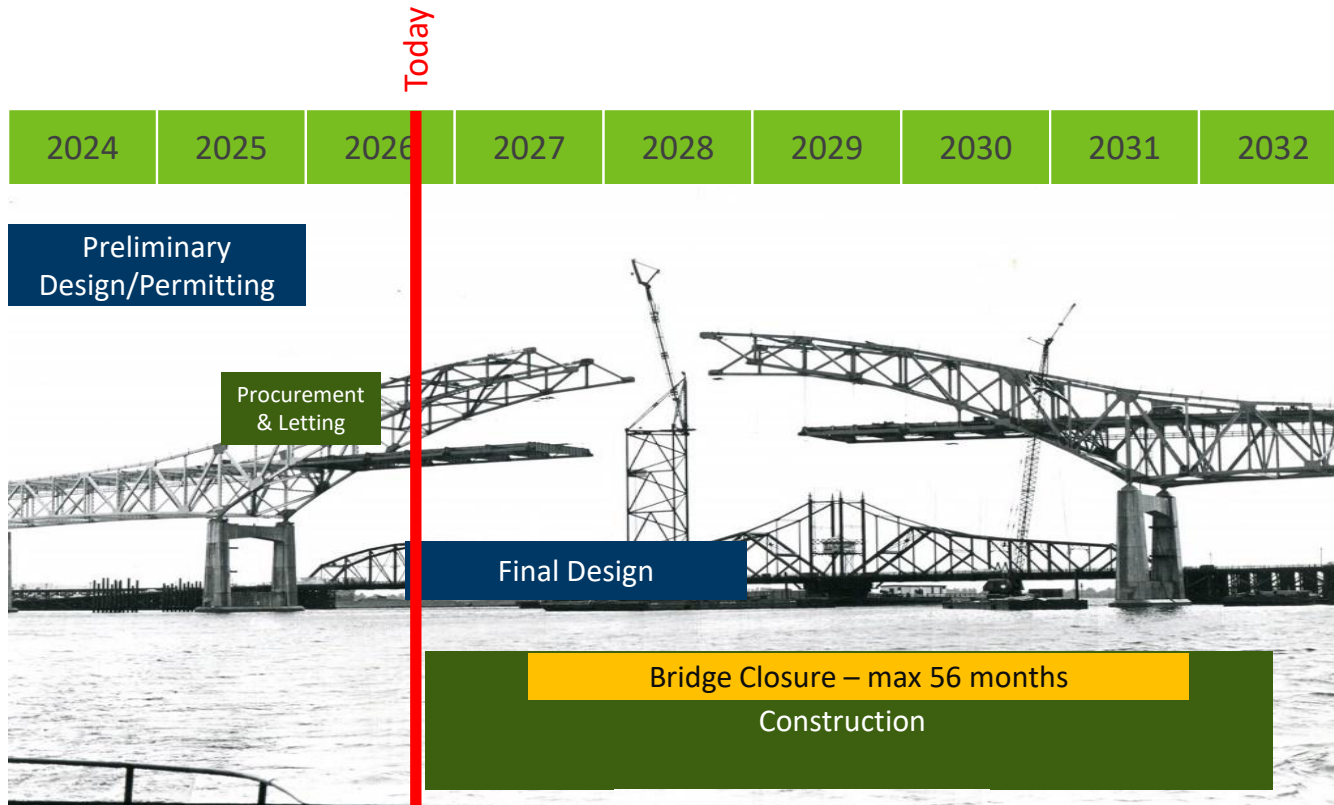
Blatnik Bridge Replacement Project

HTAC Update

September 2, 2026

Patrick Huston, P.E. | MnDOT Project Director

Anticipated Schedule to Construction



Bidding Teams

Lunda Construction with Michael Baker International



Ames – Kraemer Joint Venture with HNTB



Bid Results

Blatnik Bridge Design-Build Project

Proposal No. 260701

S.P. 6981-26

June 23, 2026 Price Proposal Opening

	Technical Proposal Score	Proposal Price	Adjusted Score (Price / Technical Score)
Ames-Kraemer Joint Venture II	91.38	\$ 929,725,000.00	10,174,272
Lunda Construction Company	93.20	\$ 1,397,772,000.00	14,997,554

Apparent Best-Value = Lowest Adjusted Score

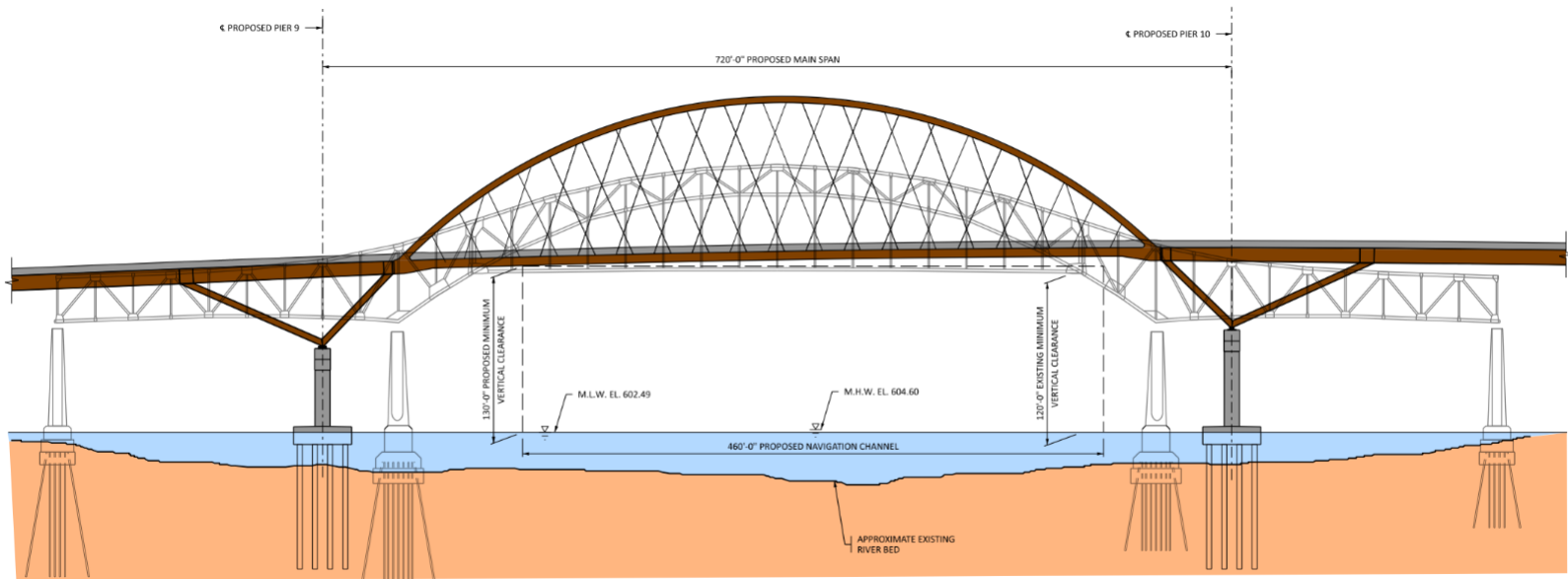
revised by:

Peter Davich

6/23/2026

Preliminary Main Span Clearance Window

Delta Frame Arch



Visualization – Main Span

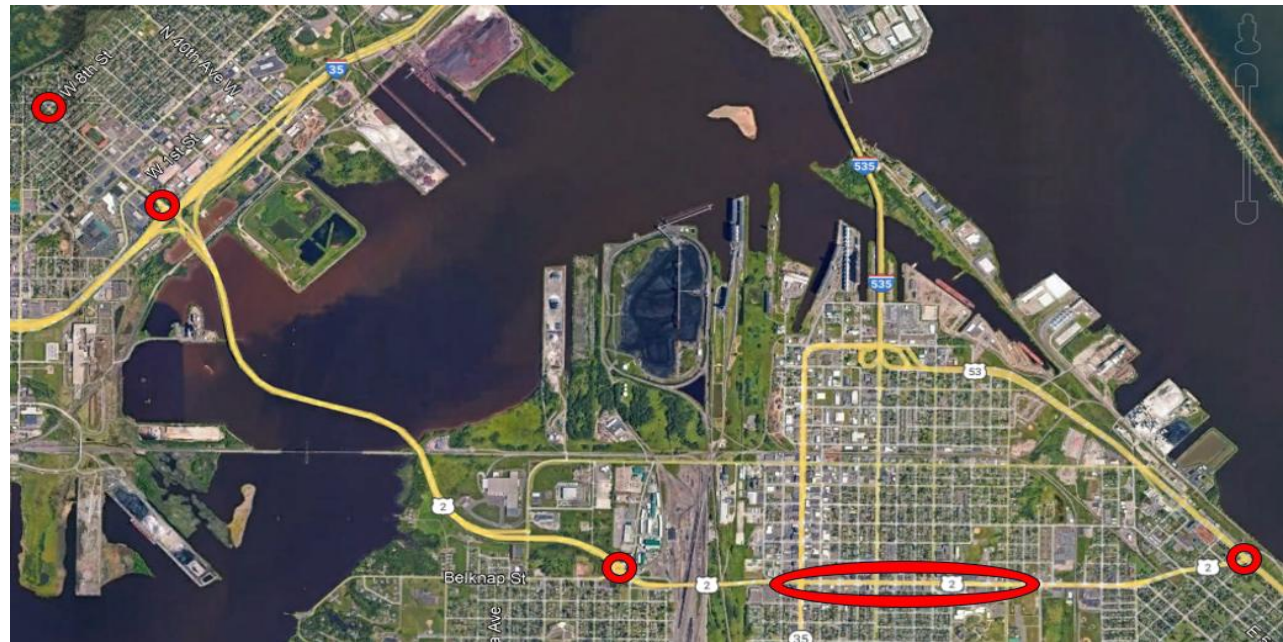


Visualization - Main Span Aesthetic Lighting



Traffic Management

- Current Phase
- Defining congestion hot spots expected during I-535 closure
- Modeling anticipated traffic patterns based on predicted congestion
- Beginning of corridor planning to help traffic flow efficiently through Belknap corridor



Stay Connected

- Sign up for email updates on the project website
- Summary of public comments will be posted on the project website
- Look for upcoming events

I-535 Blatnik Bridge

Duluth, Minn. and Superior, Wis.

[Project Home](#) [Accessibility](#) [Meetings](#) [History](#) [Contacts](#)

About this project

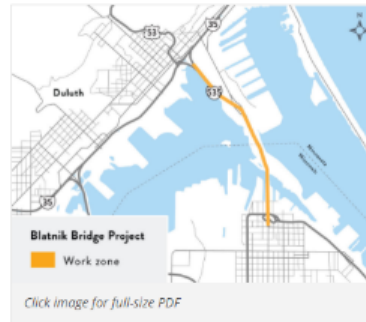
MnDOT is working toward a future project to address concerns about the John A. Blatnik Bridge, one of two bridges that connects Duluth, Minn., to Superior, Wis. Carrying I-535 over the St. Louis Bay, the Blatnik is an important freight and commercial connection between the Twin Ports.

Jointly owned and managed by MnDOT and WisDOT, it is Minnesota's second longest bridge and serves an average of 33,021 cars traveling between the two cities each day. MnDOT will lead the project, which will address aging infrastructure, improve safety and better accommodate oversize/overweight loads.

For more information on the bridge, [click here](#).

Project purpose

- Significant deterioration in truss elements



Schedule

- 2020 to 2024: Preferred Alternative Selection and Environmental Documentation
- 2024 to 2026: Preliminary Design
- 2026 to 2028: Final Design
- 2028 to 2031: Construction

Location

- I-535 over the St. Louis Bay between Duluth, Minn., and Superior, Wis.

Benefits

- Improve safety
- Better accommodate oversize/overweight loads

Cost

- Unknown at this time

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