The Port of Duluth-Superior is where the Great Lakes-St. Lawrence Seaway navigation system, Highway H20, ends—and begins. Duluth-Superior is the largest tonnage port on the Great Lakes, moving 40 million metric tons of bulk and break-bulk cargo and receiving more than 1,100 visits by lake carriers and oceangoing ships annually.

The Port has 22 major bulk and general cargo docks along 49 miles of waterfront, handling commodities ranging from iron ore to coal, limestone to grain, general cargo to cement. Duluth-Superior is recognized worldwide as the designated route for shippers of heavy-lift and oversized cargo to and from North America. Four Class I railroads and an extensive highway system serve the Port, making Duluth-Superior one of the major intermodal centers in North America.
DULUTH ENTERTAINMENT AND CONVENTION CENTER (DECC) DOCK
Cruise Terminals and Facilities
This is where our journey begins—also home of the Port’s cruise terminal facilities—near the Canal Park and downtown areas of Duluth, with immediate access to shops, restaurants and the City’s major visitor attractions.
Length: 1,000 feet

LAFARGE NORTH AMERICA, DULUTH
Cement
Serving as the Duluth link between the Lafarge manufacturing plant in Alpena, Mich., and cement destinations in Minnesota and Upper Midwest locations. Lafarge has facilities in both Duluth and Superior, each of which were built in the 1950s. Total storage capacity is 22,290 tons between the two facilities. Worldwide, the Lafarge group of companies, headquartered in France, is active in more than 45 countries and employs more than 35,000 people.
Length: 1,250
Capacity: 14,000
Rail Service
Employees: 6

CUTLER-MAGNER CO., DULUTH
Granulated and Rock Salt
This is the Duluth salt processing facility for Cutler-Magner, which also has a Superior lime production facility. Cutler-Magner is one of the oldest locally owned businesses in the Duluth-Superior Port, dating back to the 1880’s. Raw product from Great Lakes mines comes to the Duluth salt processing plant for use in deicing roadways, and the salt and lime products are also used for numerous other agricultural and industrial purposes.
Length: 1,000
Capacity: 300,000
Rail Service
Employees: 14
GENERAL MILLS DULUTH ELEVATOR A
Grain
General Mills' Duluth facility—there is also the Superior Annex B. This facility has a 3.5 million bushel storage capacity (total for both facilities is 12.7 million bushels). This is one of Duluth's oldest grain elevators that is still operating—dating back to 1896. Some of the grain received (by rail or vessel) is shipped by rail to General Mills' plants and made into cereals.
Length: 1,900
Capacity: 3.5 million bushels
Rail Service
Employees: 8

CARGILL, INC.
Grain
Cargill moved its historic grain export operations in this Port into its new state of the art Duluth facility in 1978. In 1979, Cargill expanded its Duluth Elevator B with the addition of concrete silos. This is the Twin Port's most automated grain facility. Efficiency and technology expedite grain handling, with the modern facility using a rail horseshoe accommodating 220 hopper cars. The facility has a 12 million bushel storage capacity.
Length: At 2 berths, 2,000 feet
Capacity: 12 million bushels
Rail Service
Employees: 14

NORTHLAND BITUMINOUS
Aggregate
A flat piece of land on Rice's Point lying between the Cargill and AGP Grain elevators, this development site formerly owned by the Port Authority was bought in 1994 by Northland Constructors'. Now Northland Bituminous accepts asphalt and concrete from area street demolition projects. The material is piled and crushed onsite, and then added back into a bituminous mix for new road construction. Additional aggregate is brought to the dock by vessel.
Length: 1,950 feet
Employees: 5
AZCON CORP.
Scrap
Established in the Port as Hyman-Michaels in 1962. In 1982 Hyman-Michaels merged with The Deitch Company and formed Azcon. Azcon is one of the countries leading processors and brokers of ferrous scrap. This site provides resources recovery service for commercial industries such as railroads and Iron Range taconite mines. Scrap iron gets sorted, graded and processed for customers throughout North America. Scrap rail can wind up as anything from a bed frame to a fence post. Most recent lake vessel scrapped was the *Irvin L. Clymer* in 1994.
Length: 1,586
Rail Service
Employees: 21

AGP GRAIN LIMITED
Grain
AGP Grain is well-known in the industry for its grain cleaning system, with its wheat testing low in dunnage and high in protein. It also provides a high test weight (number of pounds per bushel). This facility has a 4.1 million bushel capacity. The elevator was operated until 1991 by Capitol Elevator, a company dating back to 1905. In 1991 International Multifoods, which had absorbed Capitol Elevator, sold the elevator to Ag Processing Inc.
Length: 930 feet
Capacity: 4.1 million bushels
Rail Service
Employees: 24

GARFIELD PIER
Adjacent to the Arthur M. Clure Public Marine Terminal, this Port Authority-owned site has about 28 acres available for immediate development. It has a 1,200-foot southeast dock and an 1,800-foot northwest dock face.
The Great Lakes Towing Co.
Tug Service
Since 1900, the year of the Towing Company's first full navigating season, the Port of Duluth-Superior has been an important part of the company’s history and remains one of its most significant ports of operation. The Great Lakes Towing Co. houses four of its tugs at Garfield Pier, ready to assist with oceangoing vessels visiting the Port, and also sometimes helping break out ice in the harbor. Ranging in size from 81 to 85 feet, the boats have a 12-to 13-foot draft, faired hulls and kort nozzles, and can provide up to 57,000 pounds of bollard pull.
Employees: 9

Lake Superior Warehousing Co., Inc., Clure Public Marine Terminal
General Cargo, Heavy-Lift Cargo
Operator of the Port Authority's Clure Public Marine Terminal since 1991, LSW continues to expand its customer base and has seen its busiest cargo handling season this summer. LSW oversees Clure Terminal support facilities that include more than 300,000 square feet of warehouse space, as well as 200,000 square feet of secure, paved open-storage space. The Terminal has two gantry cranes, with a capacity of 125,000 tons in tandem, a mobile 300-ton crane and a fleet of forklift trucks and related equipment. For oceangoing general cargo ships, the Terminal offers seven berths in 6,600 lineal feet of dock space, all at the full Seaway depth. LSW has established a reputation world-wide for handling high-wide and heavy lift cargoes, such as equipment for tar sands removal and, most recently, wind energy equipment. “Whatever type of cargo you’re shipping, small or large, bring it on,” says Gary Nicholson, company president.
Length (at 6 berths, 5,075 feet)
Capacity: Shown above
Rail Service
Employees 30-150 (including ship and special project workers)
MURPHY OIL USA, INC., DULUTH MARINE TERMINAL
Vessel Fueling Facility
Murphy Oil built this ship fueling facility on dockside property leased from the Port Authority at the Clure Public Marine Terminal in 1998. The 560,000-gallon (14,000-barrel) complex provides one-stop vessel service for all needs from bunker fuel to related supplies. Conventional bunker fuel and blends are pumped aboard at 72,000 gallons per hour. The facility was constructed on two acres of dockside property that had been the site of a vegetable oil tank farm until the Port Authority removed the 30-year-old tanks. The Port had been without a convenient fueling service since 1996 when Koch Industries sold its Reiss Marine tanker.

LAKE STATES LUMBER, INC./INNOVATIVE PINE TECHNOLOGIES
Lumber
This $3-million, 20,000-square-foot wood treatment, storage and distribution center was built in 2002. The company moves about 270-million board-feet of lumber per year through the facility, with Innovative Pine Technologies treating about 20 percent of the wood and storing the rest for shipment to independent lumber yards in Wisconsin, Minnesota, North and South Dakota, Iowa and Illinois.
Rail Service
Employees: 20
Length: 1,200
Capacity: 560,000 gallons
Employees: 3
ST. LAWRENCE CEMENT, INC.

Cement
Port Authority tenant St. Lawrence Cement, Inc., is a member of the Holderbank Group, the world’s largest producer of cement. This facility handles Portland Type I cement in bulk that comes by ship from Mississauga, Ontario, and leaves the plant in rail cars or in trucks. The facility, built in 1980, measures 284 feet from the ground to the top of the superstructure—the tallest building in Duluth/Superior and surrounding area. There are four silos with 10,000-ton capacity each and an interstices with the capacity of another 3,000 tons. The facility handles about 20 ships per year. The Swedish-built auger can unload a ship in 54 hours at the rate of 600 to 700 tons per hour.

Length: 600
Capacity: 43,000 metric tons
Rail Service
Employees: 6

CHS
Grain
Now CHS, formerly Cenex Harvest States, formerly Harvest States, formerly Farmer’s Elevator, has been located next to Superior’s side of the Blatnik Bridge since 1941. It is the Twin-Port’s largest grain terminal, boasting an 18-million bushel storage capacity. This facility can load the St. Lawrence Seaway system’s largest ships in a mere 18 hours.

Cenex Harvest States
Length: At 3 berths, 700-1,250
Capacity: 18-million bushels
Rail Service
Employees: 55
GENERAL MILLS SUPERIOR ANNEX B
Grain
This is General Mills Superior facility, there is also Elevator A in Duluth. This facility has 9.2 million bushels storage capacity (total for both facilities is 12.7 million bushels).
Length: 1,800
Capacity: 9.2 million bushels
Rail Service
Employees: 28

MIDWEST ENERGY RESOURCES COMPANY
Coal
The Superior Midwest Energy Terminal (SMET) was commissioned in 1976 to provide for the low sulfur western coal needs of the Detroit Edison Company power plants. Midwest Energy Resources Company receives low sulfur western coal from the powder river basin of Montana and Wyoming via 123-car unit trains. Coal is loaded—at 10,000 tons-plus per hour—at the facility onto vessels destined for power plants in the lower Great Lakes (for Detroit Edison and OSG Canada). Coal for Nova Scotia currently is being shipped as well.
Length: 1,200
Capacity: 24 million metric tons
Rail Service
Employees: 80
CANADIAN NATIONAL (CN’s)
DM&IR DOCK NO. 6
Iron Ore/Taconite
The Duluth Missabe & Iron Range Railway Dock No. 6 was built in 1918 as a gravel feed dock. In 1965 a pellet storage facility was built next to Ore Dock No. 6. A 1981 renovation added a conveyor loading system. Iron ore pellets are loaded at the dock at up to 10,000 tons per hour. Capacity: 110,000 Dock/2.75 million-ton pellet storage facility
Rail Service
Employees: 50

HALLETT DOCK NO. 5, DULUTH
Bulk Cargo
This is the site for Duluth operations of Hallett Dock Company (in business since 1963). Since last year’s consolidation of the operations of four docks with this dock and Dock No. 8 in Superior, this site now includes a long-term lease of the Boston Yard, expanded rail infrastructure to accommodate unit trains, a new state-of-the-art rail car unloading and dust collector system, along with an enlarged concrete bulk storage pad. This Superior site includes a 2.2-million-gallon liquid storage capacity and an automated scale to accommodate barge delivery of liquid products.
Length: 2,373 feet
Capacity: 600,000 tons-plus
Rail Service
Superior:
Length: 2,300 feet
Capacity: 600,000 tons bulk/2.2 million gallons liquid
Employees: 25
ERIE PIER
Confined Disposal Facility (CDF)
Erie Pier was purchased by the Duluth Seaway Port Authority in the mid 1970’s from the Zenith Dredge Company for the purpose of constructing a Confined Disposal Facility (CDF). The Port Authority acts as local sponsor for all dredging projects in the harbor and works closely with the U.S. Army Corps of Engineers. The Port Authority granted lands, easements and rights of way to the Corps allowing the use of federal funding for the construction of the containment area.

C. REISS TERMINAL (not shown on map)
Coal, Stone, Misc. Bulk
Since the early 1920’s this company, which is part of the Koch Carbon, Inc., family, has provided dry bulk storage and handling for coal. It also handles limestone aggregates for driveways, landscaping and construction projects, and larger limestone product for the western Minnesota sugar beet industry.
Length: 2,854
Capacity: 800,000
Rail Service
Employees: 10

U.S. COAST GUARD
Aids to Navigation & Icebreaking Station
The Coast Guard built this station on Minnesota Point in 1940. The new Buoy Tender/Cutter Alder is now stationed here.