



US Army Corps  
of Engineers®



Great Lakes  
Navigation System

## Toledo Harbor, OH

### Harbor Features

- Deep draft commercial harbor located on Lake Erie in the City of Toledo, Lucas County, Ohio
- Authorization: River & Harbor Acts of 1899, 1910, 1935, 1950, 1954, 1958 and 1960
- 7 miles of Federal channel on the river and 18 on the bay. Project depths are 28 feet in the bay; 27 feet in the lower Maumee River; and 25 feet in the upper Maumee River
- 8.8M tons of material shipped and received in 2013
- Ranked 7<sup>th</sup> among the Great Lakes Harbors
- 55<sup>th</sup> leading U.S. port
- Interconnected with 35 commercial ports: ships to 18 ports; receives from 11 ports; and ships and receives to/from 6 ports.
- Federal confined disposal facilities (CDF) include Island 18 and Site 3
- Major stakeholders include the Toledo-Lucas County Port Authority, City of Toledo, U.S. Coast Guard, St. Mary's Cement Inc., Midwest Terminals of Toledo International, Kuhlman, The Andersons, ADM Grain Company, BP Husky Refining LLC, Seneca Petroleum Company, CSX, Lafarge Cement, Arms Dock, Geo. Gradel Co., Westway Terminal Co. LLC, Bituminous Products Co., and Ironhead Marine Inc

### Project Requirements

- A minimum of 850,000 cubic yards (CY) of material must be dredged each year to retain minimum channel clearance. The harbor was last dredged in 2015 when approximately 860,000 CY of material was removed. Dredging is scheduled to be completed in 2016
- Repairs to deteriorated sections of the Island 18 CDF stone perimeter are required. Planning/E&D will be completed in 2016; and repair by government floating plant will be initiated.



### Consequences of Not Maintaining the Project

- Reduction of bulk commodities that pass through the harbor and generate \$7.07B annually in business revenue while supporting 39,208 direct, indirect, and induced jobs that produce over \$1.37M per year in personal income in the transportation and commodity related industries
- If the harbor was closed to commercial traffic, commodities would have to be transported by rail and truck. This would increase annual emission rates by over 63,204 tons of harmful particulate matter (PM-10) and increase costs by \$4,758,000 due to increased railroad related accidents, and \$382,000 due to increased trucking related accidents
- Light loading; loss of between 2 and 3 feet of channel depth results increased transportation costs of between \$4,062,000 and \$8,035,000 annually

**Transportation Importance**

- Major receiving and shipping port with direct access to inter-modal connections
- Critical Harbor of Refuge
- Cargo includes coal, petroleum, aggregates, metal products, limestone, grain, chemicals, iron ore, steel products, cement, ores, minerals and sugar
- Growing port with ongoing improvements and commodity diversification

**U.S. Army Corps of Engineers Fiscal Year (FY) 2015, 2016 and 2017  
Toledo Harbor, Ohio - Project Requirements and President's Budget (\$1,000)**

<b>Work Package</b>	<b>FY15 Requirement</b>	<b>FY15 Appropriation</b>	<b>FY16 Requirement</b>	<b>FY16 Appropriation</b>	<b>FY17 Requirement</b>	<b>FY17 President's Budget</b>
Project Conditions Survey	603	603	615	615	605	605
Maintenance Dredging – Primary-Maumee Bay	2,715	2,715	4,120	4,120	4,000	4,000
Maintenance Dredging – Backlog-Maumee Bay						
Maintenance Dredging – Primary-Maumee River	1,390	1,390	1,300	1,300	1,300	1,300
Critical Maintenance of Coastal Navigation Structures & Obstruction Removal – Island 18 CDF			1,055	1,055		
E&D/Const. Island 18 Stone Repair			200	200		
Master Plan for Island 18 (ENS)	75	75	75	75		
<b>TOTALS</b>	<b>4,783</b>	<b>4,783</b>	<b>7,365</b>	<b>7,365</b>	<b>5,905</b>	<b>5,905</b>

**Congressional Interests**

- Representative Marcy Kaptur D-OH-9
- Senator Rob Portman R-OH
- Senator Sherrod Brown D-OH