



Cleveland Harbor, OH

Harbor Features

- Located on Lake Erie in the City of Cleveland, Cuyahoga County, OH
- Authorization: River & Harbor Acts of 1875, 1886, 1888, 1896, 1899, 1902, 1907, 1917, 1935, 1937, 1945, 1946, 1958, 1960, 1962; Water Resources Development Acts of 1976 and 1986; Supplemental Appropriations Act of 1985; and the Energy & Water Appropriations Act of 1988
- Deep draft commercial harbor
- Project depths are 29 feet in the entrance channel, 27 and 28 feet in the east and west basin, respectively, 25 feet in the eastern outer harbor, 27 feet in the lower Cuyahoga River and Old River, 23 feet in the remainder of the Cuyahoga River, 18 feet in the turning basin.
- 13.3M tons of material were shipped and received in 2017
- Ranked 45th among U.S ports and 5th among Great Lakes harbors in 2017
- Interconnected with 34 commercial ports: ships to 12 ports, receives from 19 ports, and ships and receives to/from 3 ports
- Over 5.5 miles of breakwater structures
- 5.8 miles of federal channel on the Cuyahoga River and 1 mile of federal channel on the Old River
- Confined disposal facilities (CDFs) are located to the east of the harbor entrance.
- Major stakeholders include Cleveland-Cuyahoga County Port Authority, Burke Lakefront Airport, U.S. Coast Guard, ArcelorMittal Steel, Bituminous Products, Cargill Deicing Technology, Carmeuse Lime & Stone, Cuyahoga Concrete Co., Essroc Cement Corp., Federal Marine Terminals Inc., Fleet Supplies Inc., Lafarge North America, Marathon Petroleum, Mid-Continent Coal & Coke, Ontario Stone Corp., Sand Products, Shelly Company, and St. Mary's Cement.



Dredged Material Management Plan

- Development of a Dredged Material Management Plan (DMMP) is ongoing and will result in the development of mutually acceptable long-term capacity solutions. The DMMP will address beneficial use of dredged material, source reduction of the sediment loads entering the harbor, and the issue of sediment quality and water quality.
- Going into FY20, the Project Delivery Team will work to refine current alternatives and provide to LRD for review.

Project Requirements

- The harbor requires approximately 225,000 cubic yards of dredging every year to maintain the navigation channel. The harbor was last dredged in 2019, when approximately 264,000 cubic yards of material were removed. Maintenance dredging is scheduled for 2020.
- Repairs to severely deteriorated sections harbor-side and east end of the west breakwater are needed to ensure the outer harbor and shoreline are adequately protected. These repairs are scheduled to begin in 2019.
- Incremental repairs to the lakeside of the west breakwater by Government floating plant were completed in 2017, and additional repairs are scheduled for late 2019. Another

area of repairs are being planned and may occur in late 2020.

Consequences of Not Maintaining the Project

- Reduction of bulk commodities that pass through the harbor and generate \$10.52B annually in business revenue. Reduction in support to 59,173 direct, indirect, and induced jobs that produce over \$2.17B per year in personal income in the transportation and commodity related industries.
- If the harbor closed to commercial traffic, commodities would require rail and truck transport. This would increase annual emission rates by over 103,977 tons of harmful particulate matter (PM-10) and increase costs by \$19,637,000 due to increased railroad-related accidents, and \$32,684,000 due to increased trucking-related accidents.

Transportation Importance

- Major receiving and shipping port on the Great Lakes and Critical Harbor of Refuge
- Major commodities shipped or received include iron ore, limestone, sand and gravel, salt, cement and concrete, and manufactured goods.
- Light loading: losses of between 1 and 2 feet of channel depth would result in increased transportation costs of between \$2,138,000 and \$6,176,000 annually.
- Major iron ore trans-shipment facility located at Cleveland's Outer Harbor. This facility provides iron ore to inland steel mills at lower delivery costs when compared to truck or direct rail delivery.

**U.S. Army Corps of Engineers Fiscal Year (FY) 2018, 2019, and 2020
Cleveland Harbor, OH - Project Requirements and President's Budget (\$1,000)**

Work Package	FY18 Requirement	FY18 Appropriation	FY19 Requirement	FY19 Appropriation	FY20 Requirement	FY20 President's Budget
Maintenance Dredging – Primary	4,575	4,575	5,750	5,750	6,750	5,750
Interim Confined Disposal Facility Operations	250	250	250	250	250	250
Critical Maintenance of Coastal Navigation Structures and Obstruction Removal	1,300	1,300	1,090	1,090	1,111	1,111
Project Condition Surveys	550	550	550	550	561	561
Regional Economic Data Collection	250	250	250	250	250	250
Construction West Breakwater Repair	3,500	3,500	0	0	0	0
Construction West Breakwater East End Section Repair	3,000	3,000	0	0	3,000	0
Beneficial Use of Dredged Material (P4)	200	200	0	0	0	0
Real Estate Management	25	25	44	44	44	44
Environmental Compliance Management	0	0	5	5	0	0
East Breakwater West End Section Repair	0	0	150	150	3,000	0
Dredge Material Management Activity	350	350	350	350	100	100
TOTAL	14,000	14,000	8,439	8,439	12,066	8,066

Congressional Interests

- Representative Marcia Fudge D-OH-11
- Senator Sherrod Brown D-OH
- Senator Rob Portman R-OH