



US Army Corps
of Engineers ®



Cleveland Harbor, OH

Harbor Features

- Located on Lake Erie in the City of Cleveland, Cuyahoga County, OH.
- Authorization: Rivers & Harbor Acts of 1875, 1886, 1888, 1902, 1917, 1935, 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, and 18 feet in the turning basin.
- 12.4M tons of material were shipped and received in 2021.
- 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: Cleveland-Cuyahoga County Port Authority, Burke Lakefront Airport, U.S. Coast Guard, Cleveland-Cliffs, Cleveland Fire Department, 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.

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 2023. Maintenance dredging is planned for 2024.
- West Pier has severely deteriorated sections that need repairs to ensure the outer harbor, shoreline, and river channel are adequately protected. Engineering and design of repairs is ongoing, and construction is planned for 2024.
- East Breakwater incremental repairs by government floating plant were completed in 2022 and 2023. Further repairs are planned 2024 and needed in 2025 and 2026.

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.
- In FY24, the Project Delivery Team continues to refine current alternatives.

Consequences of Not Maintaining the Project

- Light loading: losses of between 1 and 2 feet of channel depth would result in increased transportation costs of between \$1,511,000 and \$4,965,000 annually.
- If the harbor closed to commercial traffic, commodities would require rail and truck transport. This would increase annual emission rates by over 50,400 tons of harmful particulate matter (PM-10) and increase costs by \$25,971,000 due to

increased railroad-related accidents, and \$18,448,000 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, cement and concrete, sand and gravel, salt, and iron and steel products.
- 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.
- Waterborne transportation facilitated by the harbor supports \$529.6M in business revenue, 2,244 direct, indirect, and induced jobs, and \$163.8M in labor income to the transportation sector.

**U.S. Army Corps of Engineers Fiscal Year (FY) 2023, 2024, and 2025
Cleveland Harbor, OH – Project Requirements and President’s Budget (\$1,000)**

Work Package	FY23 Requirement	FY23 Appropriation	FY24 Requirement	FY24 Appropriation	FY25 Requirement	FY25 Appropriation
Maintenance Dredging – Primary Work Package	8,523	8,523	8,528	8,528	10,835	10,835
Channel Training Structural Maintenance - Fleet	1,200	1,200	1,900	1,900	1,900	1,900
Project Condition Surveys	611	611	637	637	659	659
Environmental Compliance Management	30	30	11	11	11	11
Regional Economic Data Collection	260	260	266	266	274	274
Dredged Material Management Plan	225	225	200	200	200	200
Engineering, Design, and Construction West Pier Repair	7,500	7,500	1,800	0	0	0
Interim Confined Disposal Facility Operations	250	250	250	250	281	281
Real Estate Management	34	34	34	34	37	37
Engineering and Design West Spur Breakwater	0	0	0	0	250	250
Critical Breakwater Safety Maintenance	0	0	50	0	0	0

Work Package	FY23 Requirement	FY23 Appropriation	FY24 Requirement	FY24 Appropriation	FY25 Requirement	FY25 Appropriation
Harbor Structure Maintenance Plan	0	0	125	0	0	0
TOTAL	\$18,633	\$18,633	\$13,801	11,826	\$14,447	\$14,447

Congressional Interests

- Representative Shontel Brown D-OH-11
- Senator Sherrod Brown D-OH
- Senator J. D. Vance R-OH