



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.
- 11.9M tons of material were shipped and received in 2019.
- Ranked 45th among U.S ports and 5th among Great Lakes harbors in 2019
- 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, 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.



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 2020, when approximately 297,000 cubic yards of material were removed. Maintenance dredging is scheduled for 2021.
- Repairs to severely deteriorated sections of the east and west breakwater, and west pier are needed to ensure the outer harbor, shoreline, and channel entrance are adequately protected.
- Incremental repairs to the lakeside of the west breakwater by Government floating plant were completed in 2020. Additional repairs are planned for 2021.

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 FY21, the Project Delivery Team will continue 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 \$1,369,000 and \$5,014,000 annually.
- If the harbor closed to commercial traffic, commodities would require rail and truck transport. This would increase annual emission rates by over 102,686 tons of harmful particulate matter (PM-10) and increase costs by \$22,987,000 due to increased railroad-related accidents, and \$15,358,000 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, salt, cement and concrete, sand and gravel, 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 \$545.7M in business revenue, 2,391 direct, indirect, and induced jobs, and \$183.8M in labor income to the transportation sector.
- Commodities handled by the harbor support \$15B in business revenue, 79,971 direct, indirect, and induced jobs, and \$4.2B in labor income.

**U.S. Army Corps of Engineers Fiscal Year (FY) 2020, 2021, and 2022
Cleveland Harbor, OH - Project Requirements and President's Budget (\$1,000)**

| Work Package | FY20 Requirement | FY20 Appropriation | FY21 Requirement | FY21 Appropriation | FY22 Requirement | FY22 President's Budget |
|---|-------------------------|---------------------------|-------------------------|---------------------------|-------------------------|--------------------------------|
| Maintenance Dredging – Primary Work Package | 6,750 | 6,750 | 7,283 | 7,283 | 7,105 | 7,105 |
| Maintenance Dredging – Approach Channel & Turning Basins | 0 | 0 | 0 | 0 | 10,000 | 0 |
| Interim Confined Disposal Facility Operations | 250 | 250 | 250 | 250 | 250 | 250 |
| Interim Confined Disposal Facility Maintenance | 0 | 0 | 250 | 250 | 0 | 0 |
| Critical Maint of Coastal Navigation Structures and Obstruction Removal | 1,111 | 1,111 | 1,200 | 1,200 | 4,800 | 1,250 |
| Project Condition Surveys | 561 | 561 | 578 | 578 | 600 | 600 |
| Regional Economic Data Collection | 250 | 250 | 250 | 250 | 250 | 250 |
| Construction West Breakwater Repair | 0 | 0 | 10,500 | 10,500 | 0 | 0 |
| Engineering & Design, Construction West Pier Repair | 0 | 0 | 0 | 0 | 7,500 | 0 |
| CDF 10B Maintenance | 0 | 0 | 3,300 | 3,300 | 0 | 0 |
| Real Estate Management | 44 | 44 | 30 | 30 | 30 | 30 |
| Environmental Compliance Management | 0 | 0 | 0 | 0 | 10 | 10 |
| East Breakwater West End Section Repair | 3,000 | 3,000 | 6,900 | 0 | 0 | 0 |
| Dredge Material Management Activity | 100 | 100 | 150 | 0 | 225 | 225 |
| Sediment Sampling & Analysis | 0 | 0 | 300 | 300 | 0 | 0 |
| TOTAL | 12,066 | 12,066 | 30,991 | 23,941 | 30,770 | 9,720 |

Congressional Interests

- Representative Shontel Brown D-OH-11
- Senator Sherrod Brown D-OH
- Senator Rob Portman R-OH