



US Army Corps
of Engineers®



Indiana Harbor, IN

Project Features

- Located on Lake Michigan in the City of East Chicago, Lake County, Indiana.
- Authorized depths are -29 feet L.W.D in the approach channel, -28 feet in the turning basin, -27 feet in the outer dock area, and -22 feet within the main and two branch channels.
- 4.7 miles of Federal Channel combined within the Indiana Harbor Canal, the Calumet River Branch, and the Lake George Branch.
- 3,085 linear feet of laid-up stone and concrete caisson breakwater structures.
- A confined disposal facility (CDF) with an storage capacity of 4.8M CY.
- 52nd leading U.S. port with 15.4 M tons of material shipped or received in 2008.
- Ranked 1st in tonnage among the 25 Federal harbors on L. Michigan and 3rd in tonnage of the 55 Federal harbors on the Great Lakes.
- Interconnected with 83 commercial ports: ships to 41 ports, and receives from 42 ports.
- Major stakeholders: ArcelorMittal Steel, US Gypsum, LaFarge Cement, and Amoco.

Project Requirements

- The project has not been dredged since 1972 due to the lack of a suitable disposal facility for the highly contaminated sediment. Average shoaling depth in the channel area is 4.0 feet.
- Dredging will begin in FY 2012, and remove 153,000 CY from the Federal Channel.
- FY13 dredging funds permit only 143,000 CY to be completed. This is insufficient to meet USEPA permit requirements for the 60,000 CY of TSCA sediment dredged in FY13. TSCA sediment requires a minimum depth of cover material after it is placed into the CDF
- Dredging funding shortfalls increase the operational costs of the CDF. CDF groundwater pumping must be performed to protect regional groundwater resources; the placement of dredged material within the CDF will reduce water infiltration, and reduce these costs substantially.



Consequences of Not Maintaining the Project

- Light loading - loss of between 4 and 5 feet of channel depth due to shoaling and lake level results in increased transportation costs of between \$14.2M and \$18.9M annually.
- If the harbor was closed to commercial traffic, cargo would have to be transported by rail and truck. This would increase annual emission rates by over 74,637 tons of harmful particulate matter (PM-10), and increase external costs from railroad and trucking related accidents by \$8.6M due to higher traffic.

Transportation Importance

- Commodities are iron ore, limestone, coke, gypsum, steel, cement and concrete, petroleum products, and miscellaneous bulk products.
- ArcelorMittal's Indiana Harbor facility is the largest steelmaking complex in N. America. It is fully integrated, operating five blast furnaces, and has a total raw steelmaking capability of 10M tons annually. It produces hot-rolled, cold-rolled and hot-dipped galvanized sheet products. Markets served include automotive, appliance, agricultural, construction, line and pipe tube, electrical/motor lamination, converters and steel service centers.
- Bulk commodities that pass through Indiana Harbor generate nearly \$894M annually in direct revenue which supports nearly 3,665 jobs.
- These jobs generate nearly \$168M per year in personal income.

**U.S. Army Corps of Engineers Fiscal Year (FY) 2011, 2012 and 2013
Indiana Harbor, IN - Project Requirements and President's Budget (\$1,000)**

Harbor Operations Work Packages	FY11 Requirement	FY11 Work Plan	FY12 Requirement	FY12 Appropriation	FY13 Requirement	FY13 President's Budget
Project Condition Surveys	170	170	175	175	175	175
CDF Site Operations	3,210	3,210	4,120	4,120	5,800	6,270
Maintenance Dredging of Federal Harbor Channel – Primary work package	4,820	2,320	5,000	2,248	4,440	3,970
Maintenance Dredging of Federal Harbor Channel – Backlog work package	8,000		10,000		2,820	
Structural repairs to Easterly Breakwater (Completed by Gov't. Floating Plant)			2,285		2,385	500
TOTALS	16,200	5,700	21,580	6,543	15,620	10,915

Congressional Interests

- Representative Peter J. Visclosky, D-IN-1
- Senator Richard Lugar, R-IN
- Senator Dan Coates, R-IN