



Buffalo Harbor, NY

Harbor Features

- Located on Lake Erie in the city of Buffalo, Erie County, New York
- Authorization: River & Harbor Acts of 1826, 1866, 1874, 1896, 1899, 1900, 1902, 1907, 1909, 1910, 1912, 1919, 1927, 1930, 1935, 1945, 1960, 1962 and Water Resources Development Acts (WRDA) of 1986, 1988 and 2007
- Deep draft commercial harbor
- Authorized depths are 23-30 feet in the outer harbor and 22 feet in the river
- Five year average (2006-2010) tonnage of 1.46M tons of material shipped and received
- Ranked 33rd among the Great Lakes Harbors based on five year average (2006-2010) tonnage
- 127th leading U.S. port in 2010
- Buffalo Harbor is ranked 29th among the Great Lakes Ports
- Over 4.5 miles of breakwater structures
- 5.5 miles of Federal channel on the Buffalo River
- A confined disposal facility (CDF) is located adjacent to the south entrance channel
- Major stakeholders include the Port of Buffalo, U.S. Coast Guard, General Mills, Exxon-Mobil, Lafarge Cement and Founders Supplies, Incorporated

Project Requirements

- Approximately 140,000 cubic yards of material must be dredged every 2 years. The harbor was last dredged in 2011-2012 when approximately 556,000 CY of material was removed. This project included the Great Lakes Restoration Initiative (GLRI) funded removal of 452,000 CY of backlog dredged material from the Federal channel.
- Maintenance dredging is required in 2014.



- Under the Great Lakes Legacy Act (GLLA) USEPA plans to do environmental dredging of approximately 500,000 cubic yards outside the Federal Channel. A goal of the project is for future year Buffalo River dredging to be suitable for placement in the open lake, resulting in reduced O&M costs for the Buffalo Harbor in addition to significant environmental benefits.
- Deteriorated sections of the South Breakwater and CDF #4 require repairs to restore proper function of the structures.

Consequences of Not Maintaining the Project

- Reduction of bulk commodities that pass through the harbor and generate \$50M annually in direct revenue while supporting 410 direct, indirect, and induced jobs that produce over \$36M per year in personal income.
- 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 26,273 tons of harmful particulate matter (PM-10) and increase costs by \$253,000 due to increased railroad related accidents, and \$2,864,000 due to increased trucking related accidents.

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 \$100,000 and \$319,000 annually.

Transportation Importance

- Major receiving and shipping port on the Great Lakes; and Critical Harbor of Refuge.
- Commodities shipped or received include aggregates, limestone, salt, grain, cement, and ores and minerals.

U.S. Army Corps of Engineers Fiscal Year (FY) 2012, 2013 and 2014 Buffalo Harbor, New York - Project Requirements and President's Budget (\$1,000)

Work Package	GLRI Funds	FY12 Requirement	FY12 Appropriation	FY13 Requirement	FY13 President's Budget	FY14 Requirement	FY14 President's Budget
Project Conditions Survey		115		115			
Maintenance Dredging	5,270			1,425		1,420	1,420
Interim Repair CDF #4	3,435			178		250	
DMMP		200					
E&D South Breakwater Repair (1,800 LF)		300		300		300	
Structure Repair – South Breakwater (Floating Plant)		900	874				
Sediment Sampling and Analysis		150					
Snagging and Clearing		50	48				
Environmental Compliance (CDF Monitoring, Field)		70					
Water Control Data Collection		48					
TOTALS	8,705	1,833	922	2,018	0	1,970	1,420

Congressional Interests

- Representative Brian Higgins D-NY-26
- Senator Charles Schumer D-NY
- Senator Kirsten Gillibrand D-NY