



Toledo Harbor, OH

Harbor Features

- Deep draft commercial harbor located on Lake Erie in the City of Toledo, Lucas County, Ohio
- Authorization: River & Harbor Acts of 1899, 1910, 1935, 1950, 1954, 1958 and 1960
- 7 miles of Federal channel on the river and 18 on the bay. Authorized depths are 28 feet in the bay, 27 feet in the lower and 25 feet in the upper river
- Five year average (2006-2010) tonnage of 11.0M tons of material shipped and received
- Ranked 7th among the Great Lakes Harbors based on five year average (2006-2010) tonnage
- 50th leading U.S. port in 2010
- Federal confined disposal facilities (CDF) include Island 18 and Site 3
- Major stakeholders include the Toledo-Lucas County Port Authority, City of Toledo, U.S. Coast Guard, St. Mary's Cement Inc., Midwest Terminals of Toledo International, Kuhlman, The Andersons, ADM Grain Company, Hansen Mueller Co., BP Husky Refining LLC, Arc Terminals Holdings LLC, Shelly Liquid Division, Seneca Petroleum Company, Sunoco MidAmerica M&R, CSX, Lafarge Cement, Arms Dock, Kraft Foods and Ironhead Marine Inc

Project Requirements

- A minimum of 850,000 cubic yards (CY) of material must be dredged each year to retain minimum channel clearance. The harbor was last dredged in 2012 when approximately 850,000 CY of material was removed. Dredging is scheduled for 2013.
- Restoration of active commercial project areas would require removal of nearly 2M CY of material.
- Maintenance dredging is required in 2014.



- Repairs to deteriorated sections of the Island 18 CDF stone perimeter are required.

Consequences of Not Maintaining the Project

- Reduction of bulk commodities that pass through the harbor and generate \$381M annually in direct revenue while supporting 6,971 direct, indirect, and induced jobs that produce over \$558M 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 69,568 tons of harmful particulate matter (PM-10) and increase costs by \$4,775,000 due to increased railroad related accidents, and \$971,000 due to increased trucking related accidents.
- Light loading; loss of between 2 and 3 feet of channel depth results increased transportation costs of between \$752,000 and \$1,962,000 annually.

Transportation Importance

- Major receiving and shipping port with direct access to inter-modal connections.
- Critical Harbor of Refuge.
- Cargo includes coal, petroleum, aggregates, metal products, limestone, grain, chemicals, iron ore, steel products, cement, ores, minerals and sugar.
- Growing port with ongoing improvements and commodity diversification.

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

Work Package	FY12 Requirement	FY12 Appropriation	FY13 Requirement	FY13 President's Budget	FY14 Requirement	FY14 President's Budget
Project Conditions Survey	567	539	570	570	581	581
Maintenance Dredging – Primary-Maumee Bay	3,740	2,740	3,238	3,238	4,015	4,015
Maintenance Dredging – Backlog-Maumee Bay	1,600		1,600			
Maintenance Dredging – Primary-Maumee River	2,215	2,527	1,664	1,664	1,275	1,275
E&D/Const. Island 18 Stone Repair	2,350		2,350		3,200	
Master Plan for Island 18 (ENS)	50		75		75	
TOTALS	10,522	5,806	9,497	5,472	9,146	5,871

Congressional Interests

- Representative Marcy Kaptur D-OH-9
- Senator Rob Portman R-OH
- Senator Sherrod Brown D-OH