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# RE: PORT



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## NEWS BRIEFS



**CLEVELAND COULD ONE DAY OFFER FERRY SERVICE TO CANADA.** The Port Authority is re-examining the possibility of offering passenger and cargo ferry service to Canada. While cross-lake ferry service had previously been considered, it did not materialize, in part because of difficulty locating a potential ferry terminal in Canada. "I believe strongly that ferry service to Canada could work and could provide a tremendous economic upside for the region – both in moving goods, and moving people between Cleveland and Canada," said Port CEO Will Friedman. "There is very substantial trade that already exists between Ontario and the United States. Cleveland has the potential to become a gateway for shipping and passenger travel to and from Canada."



## Upswing in shipping through Port

Shipping volume at the Port of Cleveland has sharply increased in 2010 compared to a year ago.

Cargo shipments through the entire St. Lawrence Seaway system continue to be buoyed by demand for iron ore and steel slabs with an overall increase of 16.6% year-to-date compared to the same period last year. The Port of Cleveland is experiencing even greater gains in cargo.

Other indicators of shipping activity at docks owned by the Port of Cleveland this year include:

- Break-bulk shipments (goods other than loose cement, grains, ores, etc.) were up 111% during the first eight months of 2010 compared to the same time period last year.
- Shipments at the Cleveland Bulk Terminal totaled 1,398,584 tons through the end of June 2010, compared to zero at the same time last year. This is because ArcelorMittal Cleveland was idled part of last year and only restarted production last fall.
- Shipments of cement are outpacing last year's tonnage by 62%.

Robert Peto, who heads the Port board's maritime committee, said the numbers are encouraging and that the port will continue to aggressively seek maritime business.

"The rebounding economy has been driving the improved demand for steel and other cargo," Peto said. "But this is a highly competitive business, and we have to keep working hard to keep growing our maritime activity. Cleveland remains a port of choice in part because we are fortunate to have Federal Marine Terminals – an industry leader in handling cargo – located here. And our longshoremen, too, are a hard working group motivated to get business to Cleveland."



### **MONTREAL-CLEVELAND CONTAINER SERVICE**

**PURSUED.** Port staff are in active dialogue with Great Lakes Feeder Service (GLFS) to start the first-ever container line service on the Great Lakes. GLFS has two versatile vessels that have capacity for container and break-bulk cargo. The service would allow ocean carriers to hand-off trans-Atlantic containers into the Great Lakes, providing a more cost-effective and environmentally-friendly alternative to truck transport. Friedman said Cleveland would be the ideal port of call for the service as "the largest Lake Erie population and commercial center." He also said the level of federal support for such projects is increasing as they look for alternatives to highway and rail shipping.



### **PORT COULD PLAY ROLE IN WIND ENERGY.**

Officials from the Lake Erie Energy Development Corporation (LEEDCo), which is leading efforts to build, install and deploy an offshore wind farm on Lake Erie recently met with Port officials and toured docks 20 and 22. Friedman said he believed the site would provide an ideal platform for staging and launching the wind turbines. He said the port looks forward to ongoing conversations and being a partner in this economic development effort.

"We are doing well this year, but we want to do even better, and we will continue to be aggressive," he added.

## **Message from our CEO**

### **Looking ahead to productive partnerships**



I'm pleased to introduce myself to our Re:Port readers and say a few words about the Port's direction and my commitment to this community.

I consider serving as the new CEO of the Cleveland-Cuyahoga County Port Authority to be a great privilege. As I've transitioned into my new role during the past three months, I've spent most of

my time listening and learning, and I will continue to do both. I have met with dozens of smart and engaged greater Clevelanders. There is a sincere energy here to move this region forward, and I want very much for the port to play a more significant role in that worthy and vital effort.

Our board and staff are dedicated to improving this port, which offers tremendous economic potential for the regional economy. Reduced to its simplest and most redeeming essence, the port means jobs for our region. My goal is to make the Port of Cleveland an even more significant piece of our economic infrastructure.

I don't pretend to have all the answers. But I do believe that for the port to function at maximum capability, it needs to be run like a lean, aggressive, smart business. We shouldn't forget that the port, after all, is a business – it's the people's business.

My intention is to swiftly determine what this port should be two, five, 10 and 20 years from now. But it makes no sense for us to shoot from the hip. For me and the port's board to make the best decisions on crucial issues, we need information. I was surprised, frankly, at the lack of data available when I arrived in June. That's why my first significant decision was to commission a thorough assessment of port facilities and business. The resulting studies will yield full evaluations of a host of issues, [\(CLICK HERE TO READ RELEASE\)](#) and we will be much better equipped to make the smart decisions that greater Cleveland deserves. We will use hard numbers and sharpened calculations – not assumptions and dreams – to support our decisions.

In the meantime, there is plenty of work for me and my team to do.

At the top of the list is dredging. The Dredge Task Force is making progress in resolving this community challenge, but we are also looking at innovative uses of the river sediment as a valuable tool for economic development and environmental restoration. Sediment is a resource and commodity that has many beneficial uses for the community. One such project currently underway is moving previously dredged sediment from Dike 10B at Burke Lakefront Airport to reclaim a 58-acre Brownfield site and transform it into a ready-to-build industrial park.

While we are concentrating on many specific issues that demand immediate attention, we also want to determine how we can make long-term structural adjustments that result in Cleveland being a more vital maritime destination. Millions of tons of cargo now come through the port annually. Shipping helps support thousands of jobs in greater Cleveland. Every city has roads and railroads, but many don't have a working port. The port – and its maritime service and potential – is an advantage for greater Cleveland. My job is to maximize that potential.

The Port Authority has also been a significant conduit for financing important projects in our area, helping companies expand or improve



### PORT SELLS LAND TO CLEVELAND SHIPYARD TO AID EXPANSION, CREATE JOBS.

The port board approved the sale of a five-acre piece of land to Great Lakes Towing Co., which builds and operates tugboats and repairs other large vessels. This sale will allow Great Lakes to expand its business, located near the mouth of the Cuyahoga River. The company, which has steadily added employees in recent years, offers the largest towing and ship assist service on the Great Lakes. [CLICK HERE FOR THE ARTICLE](#)



### RAIL LOOP THAT COULD INCREASE CARGO ACTIVITY BEING EXPLORED.

The port is in early planning stages for a rail improvement project to enhance its capability to compete for steel, break-bulk and project cargo. A \$3 million rail loop that connects all areas of the docks could be built by next year. The port is meeting soon with the Ohio Rail Development Commission to discuss grant funding for the project.

## PORT AUTHORITY IN THE SPOTLIGHT

**Port's planned rail loop could improve shipping capabilities**

*Crain's Cleveland Business*  
August 30, 2010

[CLICK HERE FOR THE ARTICLE](#)

**Fred Hunger, CEO of World Shipping, Jim White, executive**

their businesses and resulting in jobs staying here or new jobs being created here. Most recently, the port helped finance the expansion of the Cleveland Museum of Art. We have performed \$1.5 billion worth of economic development financing, and we want to aggressively and intelligently grow that total.

Included in our desire to help grow jobs is a specific interest in assisting projects associated with wind energy. The brisk lake winds make northern Ohio prime territory for energy generation via wind turbines. Cleveland – with its rich manufacturing base – is well-positioned to take on a preeminent role in the manufacture of parts for these energy-yielding devices.

We want to work with the city and others to explore waterfront development. The Port Authority wants to be a productive partner in doing the most with our waterfront.

I welcome your input and seek your assistance. Working together, we can enhance and improve our port for the benefit of all of us.

Sincerely,

Will Friedman



*Dredged sediment from Dike 10B near Burke Lakefront Airport being removed and transported to remediate a Cleveland Brownfield site.*

## The Dredge Report

Sediments dredged from the Cuyahoga River may have a second life as an innovative new tool for economic development and environmental restoration. The Dredge Task Force - a collaborative effort of local, state, federal and community stakeholders - is currently exploring such new uses.

Will Friedman, Port CEO and task force chair, said substantial progress is being made in finding an environmentally sustainable, economically justified and technically sound sediment solution. This edition of The Dredge Report will review some of the more progressive ideas to reduce the need for dredged material disposal and harvest river sediment as an economic asset.

"We are looking at beneficial and innovative uses of dredged material," Friedman said. "We view dredged materials as a resource and not simply a disposal problem. By treating sediment as a bulk commodity, I believe we can make this a success story for the community."

Dredging, which ensures safe and efficient navigation, is vital to northeast Ohio's economy. Each year, maritime commerce along the

**director of Cuyahoga River RAP and Will Friedman talk Port**

WCPN's Sound of Ideas  
August 26, 2010

[CLICK HERE FOR THE ARTICLE](#)

**New Port Authority CEO steers maritime agency in another direction**

*Crain's Cleveland Business*  
July 19, 2010

[CLICK HERE FOR THE ARTICLE](#)

**Between the Lines: Cleveland's new Port Director**

WKYC  
July 9, 2010

[CLICK HERE FOR THE ARTICLE](#)

Cuyahoga River results in more than \$800 million in payroll and contributes nearly \$88 million in local taxes.

New regulations and substantial cuts in federal resources available for dredging U.S. harbors has Ohio, like most Great Lakes Seaway System states, seeking solutions to a difficult and complex challenge.

Richard Worthington of Steinberg & Associates, a 40-year veteran of the U.S. Army Corps of Engineers and a nationally recognized expert on dredging, said that not so many years ago, dredging ports was a much simpler process. "Historically, most dredged material was just barged a few miles out and placed in designated areas in the ocean or, in this case, Lake Erie," he said. Worthington was recently hired by the Port Authority to assist with the dredging issue.

But environmental regulations have made dredging more involved and costly and largely put an end to that simple disposal process.

**Project underway to recycle river sediment, transforming local Brownfield site into industrial park**

An innovative use of dredged material is literally laying the foundation for a local job-creating effort, demonstrating the potential for other beneficial upland uses.

Dredged sediment is being removed from Confined Disposal Facility (CDF) 10B near Burke Lakefront Airport. The material will be used for a Brownfield redevelopment effort at a 58-acre site on Pershing Road near ArcelorMittal Steel. The result will be a ready-to-build 750,000 square foot industrial park – the Cuyahoga Valley Industrial Center.

The Ohio Environmental Protection Agency (OEPA) has approved the use of the dredged sediment.

About 300,000 cubic yards of dredged sediment will be removed from CDF 10B. This is about the same amount dredged from the river each year. As a result, about a year's worth of capacity will be opened up at CDF 10B. The project is being done with \$7.25 million provided through the American Reinvestment and Recovery Act (ARRA).

Friedman said "such recycling concepts could lead to other long-term sustainable strategies that are more cost effective alternatives for dredged sediment than traditional and expensive disposal facilities built in the water."

[READ MORE ABOUT BENEFICIAL AND INNOVATIVE USES OF DREDGED MATERIAL.](#)



**PORT OF CLEVELAND**

Cleveland-Cuyahoga County Port Authority

The Cleveland-Cuyahoga County Port Authority helps the regional economy grow and keeps our industries connected to the world by supporting thousands of jobs and providing area businesses a competitive advantage through maritime and development finance partnerships.

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