

LORAIN HARBOR

Lorain Harbor is located on Lake Erie at the mouth of the Black River, about 30 miles West of Cleveland.

BIOGRAPHY

Lorain Harbor is owned and operated by the Lorain Port and Finance Authority. Until 2020, the freight-related activity in the Harbor was driven by the U.S. Steel mill, but the mill's closure shifted the focus away from certain commodities. In response, the Port Authority has started redeveloping the area as public event spaces by acquiring private, inoperable facilities. The Port Authority is also responsible for leasing and managing land at the four terminals, two of which are available for commercial vessels, and private entities oversee day-to-day operations and control the flow of the goods entering and exiting the port.

Intermodal connections are key to Lorain's freight activity, with access to the Lake Terminal Railroad Company, a Class III railroad, which links them to both NS and CSX lines. On the roadway side, the Harbor is connected to US 6, I-90, and I-80 (the Ohio Turnpike).



4
Freight
Docks



992.5
Thousand Short
Tons of Cargo
Handled in 2022



97%
of Cargo Handled
in 2022 were
Construction
Materials

1934

The Harbor is designated an FTZ.

2020

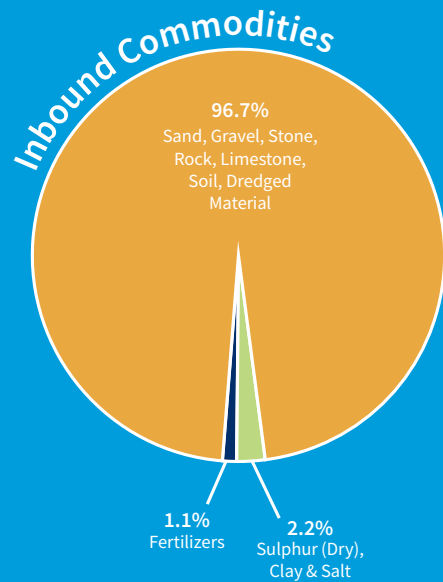
U.S. Steel's Lorain plant is closed.

2023

The Port Authority began work to redevelop Pellet Terminal on Lake Erie, which is currently classified as a brownfield.

USE & SUPPLY CHAINS

Among goods handled by the Lorain Harbor facilities over the previous decade, the majority are inbound goods of primarily construction materials. Now handling over one million tons annually, prior to 2022, Lorain Harbor saw varying levels of outbound shipments that were always outnumbered by the amount of goods handled inbound. In 2022, the Harbor handled no outbound shipments, while inbound shipments hit a new peak of 1 million tons, surpassing the previous years' total combined inbound and outbound shipments. Over 96 percent of inbound shipments are construction-related materials, such as sand, gravel, stone, and rock. Additionally, substantial investments are being made into repairs at the port, requiring a steady supply of construction materials.



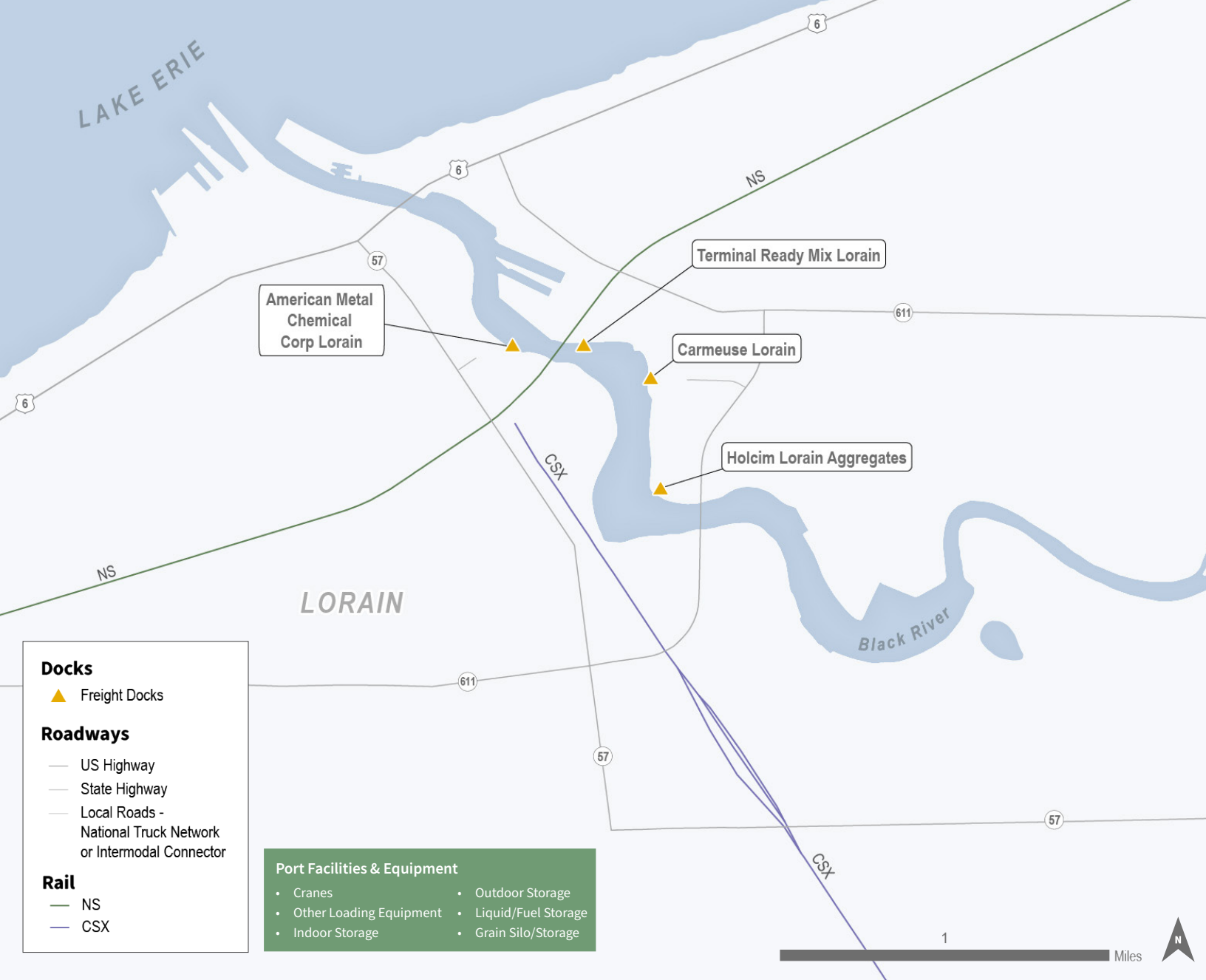
DREDGING AND BENEFICIAL USE FACILITY

Lorain Harbor has made a significant stride towards sustainability by improving its dredging capabilities and transforming dredged material into a valuable resource. In addition to receiving dredging support from USACE to maintain deep-channel navigability, the City of Lorain, with state funding assistance, implemented a new facility to address the gap and improve operations. The Black River Dredge Material Beneficial Use Facility employs innovative technology, utilizing hydraulic barges to transport sediment from the Black River to GeoPools which then dewater the sediment by extracting moisture, enabling the creation of high-grade soil blends suitable for agriculture, erosion control, and other soil applications.

THE FUTURE OF INTERMODAL LOADING AT LORAIN HARBOR

Proposed future investments at the Lorain Harbor could improve intermodal access at the port and bring benefits to surrounding areas on the Black River. The proposal includes a vision of linking three riverfront properties with upgraded harbor and rail infrastructure to create “a specialized port facility.” These improvements would include the building of a retaining wall along the shoreline and the addition of a rail spur.





FACILITIES & MULTIMODAL CONNECTIONS



Less More



HIGHWAY

Key regional routes that serve the Port include:

Interstate: I-90

US Highway: US 6

State Highway: OH 2, OH 57, OH 611



RAIL

No rail connections.

ECONOMIC IMPACT

In 2022, the City of Lorain and the Lorain Port Authority embarked on a transformative journey, aiming to revitalize 36 acres of long-vacant industrial land at the confluence of the Black River and Lake Erie. With funding secured for environmental cleanup and crucial transportation infrastructure, the area is ready for a robust, mixed-use redevelopment of the Lorain Waterfront. In mid-2023, the city and the Port Authority requested development proposals for three key sites: the city-owned Pellet Terminal, the Port Authority-owned Black River Commons, and the Black River Wharf.



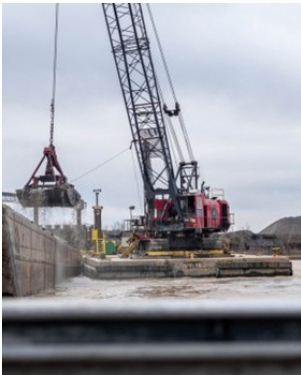
In 2023, Lorain Harbor:

**Created
156
Direct Jobs**

**Generated
\$323 Million
Economic Impact**

WATERFRONT REDEVELOPMENT

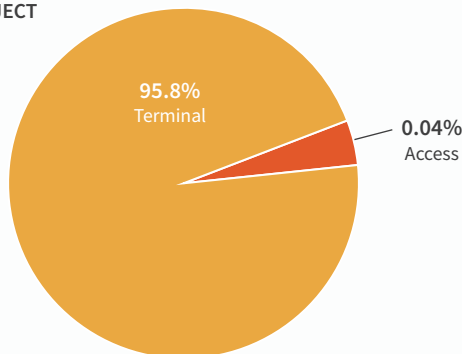
TOP CAPITAL NEEDS



Lorain Harbor received more than \$14 million in investment from the USACE, Buffalo District for breakwater repairs and dredging. The purpose of these projects is to ensure safe navigation of the channel by both commercial and recreational vessels, prevent erosion along the shoreline, and maintain the economic viability of the harbor.

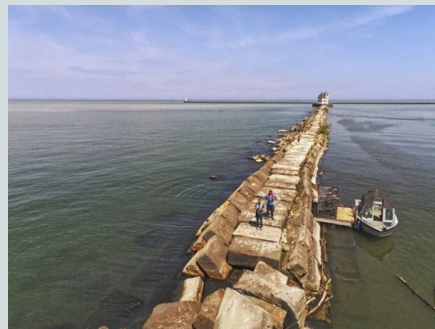
Besides USACE, the terminals at the Port of Lorain have also planned for seven capital needs projects for the near future, amounting to an estimated \$73 million in funding needs. The majority of the projects are for terminal maintenance and development, except for one project focusing on access improvements.

CAPITAL NEEDS
BY PROJECT
TYPE



CAPITAL PROJECT HIGHLIGHTS

The \$14 million referenced under Capital Needs supported two projects. \$3.8 million was allocated for the dredging of the upper channel of the Black River implemented in Fall 2024. This resulted in 72,000 cubic yards of material being dredged and placed in the City of Lorain's Black River Dredge Reuse Facility. \$10.3 million was allocated for repairs performed on the breakwater that runs from the historic Lorain lighthouse towards the shoreline.



This work is expected to begin in Summer 2025 and will include a stone overlay to raise the height of the breakwater, a stone stability berm, and a partial wrap around the lakeward end of the breakwater.