PORT OF TOLEDO

The Port of Toledo is located in Northwest Ohio along the Maumee River, which flows into Lake Erie.



BIOGRAPHY

The Port of Toledo is one of the largest land-mass and most cargo diverse seaports on the Great Lakes St. Lawrence Seaway System handling over 11 million short tons per year. The Port is home to 18 marine terminals including a full-service shipyard with two dry docks. The port is located at the far western basin of Lake Erie and is designated as a foreign trade zone (FTZ #8). Toledo's terminals are equipped to handle bulk, break bulk, grain, and project cargo. All terminals at the Port of Toledo have easy access to Class I railroads (CSX, NS, CN) and Interstate roadways (I75 & I80/90).

The Toledo-Lucas County Port Authority was established in 1955 as the first Port Authority in the State of Ohio and oversees the leasing and operation of the seaport. The Toledo-Lucas County Port Authority also serves a region-wide purpose of fostering economic development by issuing bonds, loans, and administering other financing programs for projects that drive investment and job creation in the region.

19
Freight Docks

One of the **most cargo diverse seaports** in Ohio handling over **11 million short tons** per year.

No. 1
Port or PSA that handles Advanced Manufacturing products in Ohio (by tonnage)

2008

The future site of the Ironville Terminal was purchased and transformed into a marine terminal by Midwest Terminals.

2010

The Toledo-Lucas Port Authority invested $10 million at Midwest Terminals' general cargo dock to improve roadways and on-dock rail within the terminal and acquire modern material handling equipment.

2014

The Ironville Terminal in Toledo opened as a result of both public and private investments in port infrastructure.

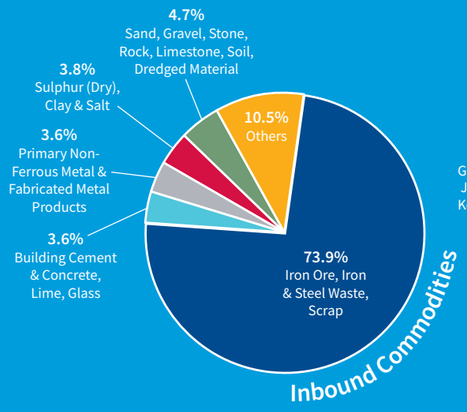
2020

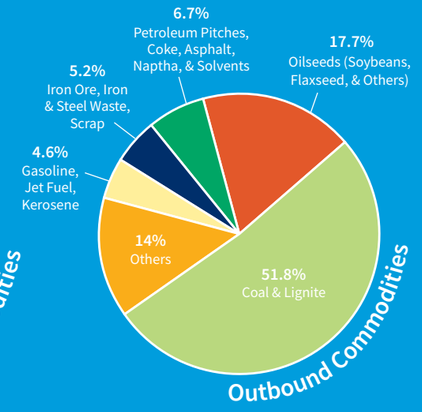
Cleveland Cliffs opened the world's most advanced direct reduction plant at the Ironville terminal receiving an additional two million tons of iron ore by vessel each year through the port facility.

2023

11,715,814 short tons traveled through the Port, the highest tonnage since 2007.

USE & SUPPLY CHAINS

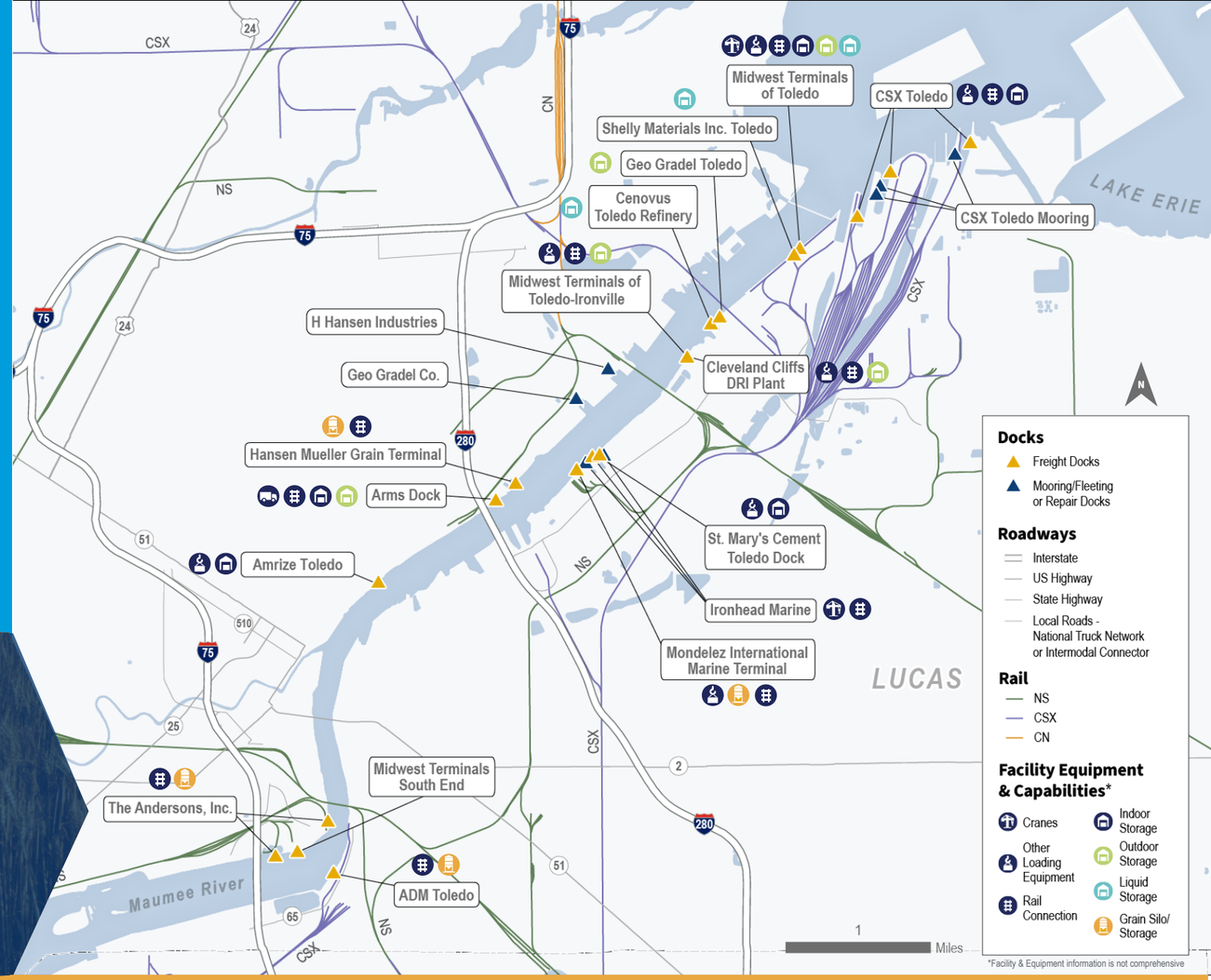




As the use of traditional energy commodities like coal has declined due to the shift in energy sources, other commodities have continued to see steady demand and, in some cases, growth. For example, iron ore tonnage has remained robust, accounting for 73.9 percent of inbound commodities by tonnage in **2022**, up over 5% from the previous year. The Port of Toledo also benefits from its proximity to farms, giving it an edge in handling agricultural products. While soybean exports slightly dropped (6.0% from 2021 - 2022) due to more local processing, oilseeds remained the second-largest export by tonnage at the Port in 2022.

KEY PORT FOR OHIO'S AGRICULTURAL COMMODITY MOVEMENTS

Toledo provides a strategic connection for agricultural goods movement via the Port of Toledo and the St. Lawrence Seaway, enabling trade with Canada and other points via the Atlantic Ocean. Key agricultural commodities at the Port include wheat, corn, beans, and other products for animal feed. Multiple agricultural companies have a major presence in Toledo: ADM owns 28 grain silos with 9.8 million bushels of storage capacity. The Andersons operates its largest facility in the US that holds 32 million bushels in the Greater Toledo area, and also owns a facility that can store 210 million bushels of grain, the seventh largest in the nation. The Hansen Mueller grain elevator processes a variety of commodities, including cleaned oats, steam rolled oats, oat groats, and pearled barley. Additionally, the Mondelez flour mill, the largest dedicated soft wheat mill in North America, has a storage capacity of 5.5 million bushels of wheat and supports the production of major brands of snacks, such as Oreo and Chips Ahoy! cookies and Ritz crackers.



FACILITIES & MULTIMODAL CONNECTIONS

INTERMODAL CONNECTOR DESIGNATION

TMACOG, Toledo's Metropolitan Planning Organization, has requested the addition of a National Highway System Intermodal Connector on Front Street at the entrance to the Port of Toledo. This request, following approval from ODOT and the Port, is now pending approval by the Federal Highway Administration (FHWA). The inclusion of this connector would significantly enhance port operations by ensuring the safe and efficient movement of traffic. Truck access to port facilities would be streamlined, minimizing delays and congestion.





HIGHWAY

Key regional routes that serve the Port include:

Interstate: I-75, I-80, I-280, I-475
US Highway: US 20, US 23, US 24
State Highway: OH 2, OH 25, OH 51, OH 65, OH 120, OH 246, OH 420, OH 579

RAIL

Served by railroads: **CSX, NS**
16 out of **23** docks have rail connections

ECONOMIC IMPACT

In 2016, the Toledo-Lucas County Port Authority opened the Great Lakes Dredged Material Center for Innovation on the Maumee River in north Toledo. The facility focuses on reusing dredged material rather than disposing it in Lake Erie. Funded by the Ohio Healthy Lake Erie Fund grant, it was made possible through partnerships with the Ohio EPA, Ohio Department of Natural Resources, the City of Toledo, and the U.S. Army Corps of Engineers. The Center features four cells where dredged material is used for agricultural research and field testing.

Beyond its environmental benefits, the reuse of dredged material has the potential to generate economic value by reducing disposal costs, creating commercial applications for treated sediment, and supporting the agricultural sector. In 2018, the Ohio Lake Erie Commission also formed the Dredge Research and Innovation in Farming Team (DRIFT), a public advisory council aimed at supporting research on agricultural applications of dredged material. DRIFT's main role is to advise on the use of the Center and coordinate related research efforts and support state-wide initiatives supporting the beneficial use of dredge material in agricultural applications.



INNOVATIVE DREDGING PROGRAM:
Promoting Environmental Sustainability

In 2023, the Port of Toledo:

Created
3,461
Direct Jobs

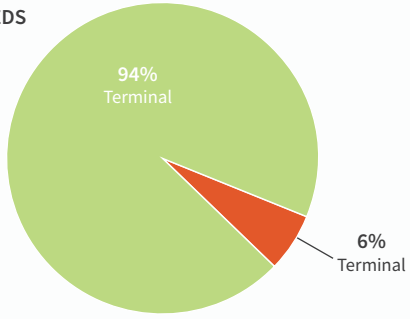
Generated
$6.2 Billion
Economic Impact

TOP CAPITAL NEEDS

Several projects, totaling $16.5 million, are in the Port of Toledo's capital project pipeline. These projects, still in the planning phase, include improvements at the Toledo Shipyard, the general cargo terminal, and the development of Cedar Island. The Port Authority is also preparing for the development of a Seaport Master Plan that will evaluate land use, identify and prioritize capital improvement projects, and help to identify new opportunities for cargo and other development initiatives.

PROJECT TYPE	AMOUNT
Terminal	$15.5M
Other	$1M
Total	$16.5M

CAPITAL NEEDS BY PROJECT TYPE



ODOT-FUNDED WAREHOUSE PROJECT

The Toledo-Lucas County Port Authority authorized a design-build contract for a 50,000-square-foot warehouse to support the construction of a new liquid-bulk terminal at the Port of Toledo. The project received the majority of its funding, totaling $4,692,393, from the Ohio Department of Transportation's OMP.



The new indoor warehouse will feature dock doors, fire protection, electrical and mechanical systems, and various site improvements. Construction is expected to begin in Spring 2025. Once completed, the warehouse will not only support liquid-bulk handling but will also provide indoor storage for other goods at the port.

Reference

Banner photo (Page 1): toledoport.org/ | Use & Supply Chains Pie Charts (Page 2): USACE WSCS Commerce Data, 2024. | Key Port for Ohio's Agricultural Commodity Movements (Page 2): Shipments of local farmers' crops and grains through the Toledo port continues to remain strong. Point and Shoreland Journal. Published April 9, 2021. Accessed February 2025. Link | River challenges could shift shipping demand to Great Lakes. Ohio's Country Journal. Published November 12, 2024. Accessed March 2025. Link | Modelez International Flour Mill. Tedd Long, Holy Toledo History. Published March 22, 2020. Accessed March 2025. Link | Wheat Photo (Page 2): iStock. | NHS Intermodal Connector Designation (Page 2): CPCS Consultation with TMACOG. | Facility Map (Page 3): ODOT, USACE. Cartography by CPCS (2024). | Truck Trips Originating and Ending in the Port of Toledo (Page 3): WSP Analysis of Replica Data, USACE, ODOT, Cartography by CPCS (2024). | Innovative Dredging Program at the Port of Toledo Photo (Page 4): USACE. Ohio Maritime Assistance Program Funded Warehouse Project (Page 4): Port of Toledo; Port board authorizes 50,000-square-foot warehouse project, The Blade, Published October 24, 2024. Accessed February 2025. Link | Warehouse Site Photo (Page 4): Midwest Terminals.