



February 3, 2015

The Honorable Randy Gardner, Ohio Senate Chair  
Maritime Port Funding Study Committee  
Senate Building  
1 Capitol Square, 2nd Floor  
Columbus, OH 43215

**Re: Testimonial for Maritime Funding Needs of the Port of Cleveland and other Ohio Ports**

Dear Chairman Gardner,

A world leader in the movement of commodities and goods, Cargill was founded in 1865 and employs 138,000 people in 67 countries. Here in Ohio, we employ 1,600 people at 20 locations throughout the state. Cargill helps its customers succeed through collaboration and innovation, and is committed to applying its global knowledge and experience to help meet economic, environmental and social challenges wherever it does business, including in Ohio.

Cargill Deicing Technology (CDT) is the North American market leader in the production and distribution of winter snow-fighting products and services, including deicing salt. Headquartered in the Snowbelt in North Olmsted, Ohio, CDT has major production facilities in the Cleveland area. Cargill mines salt under Lake Erie through a complex network of salt tunnels. We process and ship over a million tons of salt annually via the Great lakes from our Cleveland Mine and have invested tens of millions of dollars over the past several years to help ensure it is the safest, most efficient mine in the country. The Cleveland Mine has operated continuously since 1963 and is expected to operate for another 100 years with the support of the community and its infrastructure. The salt industry plays a key role in winter time safety and commerce and we are proud to play a part in Northeast Ohio's growing economy.

We have partnerships with several entities in the Cleveland area; this network grows jobs and payroll taxes for the city and its surrounding suburbs. The Port of Cleveland is one such partner; their maritime operations have provided the safe and speedy transport of one of our key products – road salt.

The Port of Cleveland has made us aware of the Maritime Funding Needs Study underway in the Ohio Legislature. We unequivocally support the Port in its efforts to secure an ongoing, reliable partnership and funding source from the State of Ohio. Since our acquisition of the salt mine in 1997, Cargill has used the Port for the service and transportation solutions necessary to operate our business effectively. Last year's addition of the Cleveland-Europe Express (CEE), which ships cargo directly from Cleveland to Europe, greatly adds to the value of this vital Cleveland agency.

Cargill relies heavily on maritime deliveries of the goods that we use in our myriad business interests. The Port of Cleveland and the Cuyahoga River Federal Navigation Channel are a life-line for our business and

the many jobs and sub-industries that support it. The Port performs vital activities for us and other businesses that depend upon the influx of raw materials into, and the export of cargo from, the Port, including:

- Oversight of the lakefront Cleveland bulk terminal (CBT); storage and transfer activities at the Port's CBT are essential to our operations
- Stewardship of the Cuyahoga River infrastructure, which is critical to supporting the navigability of the channel and the passage of cargo into and out of Cleveland
- Maintenance of the bulk heads on the Cuyahoga River, which have protected the integrity of the river's banks since the 1930s; their failure could close important navigation channels used by Cargill and other area businesses
- Assessment of these bulkheads above and below the water line; the Port is preparing an action plan to replace those that have deteriorated and are compromising passage through the river
- Survey of the navigation channel, which currently is threatened by a very steep area of the river bank that has become unstable due to underground water leaks; a hillside river bank failure in this compromised area could close commercial river navigation to all docks above the failure, including those belonging to Cargill

Another aspect of navigation under the Port of Cleveland's purview is siltation in the river. The Cuyahoga River is subject to heavy siltation every year. Suspended silt flowing in the shallow river from as far south as the Cuyahoga Valley National Park in Summit County quickly settles when it enters the deeper Federal Navigation Channel. Spring snow melt and rains storms that suspend large volumes of silt in the river flow can deposit as much as eight to ten feet of silt into the 23 to 27 foot deep channel near the head of navigation. The U.S. Army Corps of Engineers (Corps) annually removes approximately 225,000 cubic yards of silt from the navigation channel. Private dock owners such as Cargill are responsible for dredging sediment buildup from their docks to the navigation channel near the center of the river.

The dredged sediments have, for decades, been placed in lake front confined disposal facilities (CDFs). The Corps has determined that the CDFs are nearing capacity, and warned that without very costly new storage capacity, whether at the lake front or upland, dredging of the Federal Navigation Channel would be discontinued possibly as soon as 2016. The Port stepped up its capacity as local sponsor for the Corps dredging and developed a plan to economically modify structural elements of the existing CDFs. The Port's plan seeks to modify sediment-handling to reduce the volume of water entering the CDFs with the dredged material by establishing a commercial sediment beneficial-use plan, and developing an in-river plan to harvest about 20 percent of sediment before it enters the navigation channel. The Port's plans are estimated to extend the life of the existing CDFs by 30 to 50 years. By working with the Corps and the Ohio Environmental Protection Agency, the Port has devised an efficient, cost-effective plan to

ensure the dredging necessary to maintain the deep draft commercial navigation on which Cargill and other industries are dependent.

In summary, due to the aforementioned and many other Port of Cleveland maritime responsibilities, and the myriad industries and jobs that are dependent on our waterways, Cargill urges the State of Ohio to establish a permanent and reliable funding source to assist Cleveland and the other Ohio ports to invest in important capital infrastructure needs. Meeting these needs will support and expand jobs, and fuel other important economic activities that make Ohio a competitive maritime and manufacturing state in the 21<sup>st</sup> century.

Sincerely,



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