

The Honorable Frank Pallone
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modified to reflect these new commitments. We also will seek to reinforce this approach in appropriate legislation.

Although we recognize that eventual closure of the MDS, followed by remediation, is appropriate, immediate closure could jeopardize the Port, which may need short-term use of the site to dispose of category 2 material. To strike the appropriate balance, use of the site for category 2 material will have to be supported with certifications by the permit applicant, and a finding by the Corps of Engineers that: 1) the affected states or ports were asked to provide alternative sites for disposal of the material identified by the permit, and that the states or ports failed to provide a reasonable alternative site; and 2) the disposal of category 2 material at the MDS will not increase the elevation at the MDS higher than 65 feet below the surface. Any elevation limits will be designed to contain material within the current lateral limits of the MDS, and will be set based on scientific evidence.

2. We will help remove the immediate obstacles to dredging the Port

The Port Authority of New York and New Jersey, terminal operators, shipping lines, and labor groups have identified numerous ways in which we can help expedite dredging in the Port. We have heard, and are responding to, their concerns.

Making the MDS available for category 2 material for the next 12 months, and allowing the elevation at the site for category 2 material to increase, would remove the most immediate and major federal obstacles to dredging. The designation of the Historic Area Remediation Site will assure long-term use of category 1 dredge material.

Our outreach to the companies, longshoremen, harbor pilots, and others whose livelihood depends on the Port, has identified many additional steps our agencies can take to further facilitate adequate dredging in the Port. A major source of concern and potential cost for permit applicants has been uncertainty surrounding the testing that must support permit applications. Accordingly, by the end of August, EPA will finalize its proposal that tests of only two species, not three, will be required of permit applicants. EPA then will invest at least nine months in a process for all affected groups -- industry, labor, and environmental groups -- to help the Agency review the ocean disposal testing requirements and ensure that any further revision reflects both sound policy and sound science.

The Corps of Engineers will expedite the processing of dredging permit applications and completion of its own dredging projects. The Corps will issue public notices for dredging permits within 15 days after a completed application is submitted, or will have requested any additional information necessary to make the application complete. Within 90 days, the Corps will either issue the permit, deny the permit, or commit in writing to a deadline for the permit decision. The Corps responsibility for the federal channels will also be met: with cooperation from the states and the funding requested by the President, the Corps will ensure maintenance dredging for 10 high-priority federal channel projects before the end of 1997.