

STATEMENT
BY
LILLIAN C. LIBURDI
BEFORE
U.S. ARMY CORPS OF ENGINEERS
ON
THE PORT AUTHORITY'S APPLICATION FOR MAINTENANCE DREDGING
WITH BARGE OVERFLOW AND OCEAN DISPOSAL
HOWLAND HOOK MARINE TERMINAL, STATEN ISLAND

COLLEGE OF STATEN ISLAND
WILLIAMSON THEATRE, BUILDING C
STATEN ISLAND, RICHMOND COUNTY, NEW YORK

November 19, 1992

MY NAME IS LILLIAN LIBURDI. I AM THE DIRECTOR OF THE PORT DEPARTMENT OF THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY.

I WOULD LIKE TO THANK THE U.S. ARMY CORPS OF ENGINEERS FOR THE OPPORTUNITY TO SPEAK ON BEHALF OF THE PORT AUTHORITY'S PERMIT APPLICATION TO DREDGE AND OCEAN DISPOSE OF DREDGED MATERIAL FROM THE HOWLAND HOOK MARINE TERMINAL.

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY IS A BISTATE PUBLIC AGENCY WITH RESPONSIBILITY FOR A RANGE OF TRANSPORTATION AND COMMERCIAL FACILITIES AND PROGRAMS IN THE NEW YORK/NEW JERSEY REGION. OUR MARINE TERMINAL FACILITIES, IN ADDITION TO HOWLAND HOOK, INCLUDE MARINE TERMINALS IN BROOKLYN, THE PASSENGER SHIP TERMINAL IN MANHATTAN AND SEVERAL OTHER TERMINALS IN NEWARK, ELIZABETH, JERSEY CITY AND BAYONNE, NEW JERSEY. THE AUTHORITY ALSO REPRESENTS REGIONAL INTERESTS, BOTH PUBLIC AND PRIVATE, ON HARBOR DEVELOPMENT ISSUES.

AS MANY OF YOU KNOW, THE PORT OF NEW YORK/NEW JERSEY IS AN ESSENTIAL LINK IN INTERNATIONAL TRADE AND COMMERCE AND A VITAL GENERATOR OF ECONOMIC ACTIVITY FOR THIS REGION. IT EMPLOYS NEARLY 181,000 PEOPLE DIRECTLY AND INDIRECTLY AND PROVIDES A REGIONAL ECONOMIC BENEFIT OF \$19.6 BILLION. IN ADDITION, THE WAGES AND SALARIES EARNED FOR THESE PORT-RELATED JOBS TOTAL \$5.2 BILLION AND TOTAL BUSINESS INCOME FROM THIS ECONOMIC ACTIVITY IS \$2.3 BILLION. HOWEVER, THESE FIGURES ONLY SHOW PART OF THE PICTURE, FOR THE PORT AFFECTS THE LIVES OF EVERYONE WITHIN THE REGION AND MANY PEOPLE LOCATED IN EASTERN CANADA, THE MIDWEST AND BEYOND, AS WELL.

IN THE PAST, THE HOWLAND HOOK MARINE TERMINAL EMPLOYED UP TO 1,000 PEOPLE AND HANDLED OVER 225,000 CONTAINERS VALUED AT \$4 BILLION EACH YEAR. HOWLAND HOOK WAS AN ACTIVE FACILITY UNTIL 1986 WHEN UNITED STATES (US) LINES WENT BANKRUPT AND CEASED OPERATIONS. AT THAT TIME, ACTIVITY AT HOWLAND HOOK REPRESENTED APPROXIMATELY 20 PERCENT OF THE PORT'S CONTAINER VOLUME. SINCE THEN, THE PORT AUTHORITY HAS INVESTED IN SEVERAL CAPITAL IMPROVEMENTS AT THE FACILITY, INCLUDING REGRADING AND REPAVING OF THE ENTIRE FACILITY AND A COMPLETE OVERHAUL OF THE ELECTRICAL SYSTEM.

BECAUSE OF REPEATED EXPRESSIONS OF INTEREST, EARLIER THIS YEAR, WE UNDERTOOK AN OPEN COMPETITIVE PROCESS TO IDENTIFY A NEW TERMINAL OPERATOR. WE ARE NEARING COMPLETION OF NEGOTIATIONS WITH SUCH AN OPERATOR AND EXPECT TO LEASE THE FACILITY AS EARLY AS JANUARY, 1993.

YEARS AGO, THE ISSUE OF HARBOR DEPTH WAS NOT A PROBLEM FOR THIS PORT. SHIPS WERE SMALLER AND REQUIRED LESS WATER, AND FEW ALTERNATIVE PORTS EXISTED. GIVEN OUR GEOGRAPHICAL LOCATION AND THE CHANGES IN SHIP DESIGN OVER THE LAST 25 YEARS, WE ARE FACED WITH A TREMENDOUS CHALLENGE.

AS A RIVER PORT WITH A NATURAL DEPTH OF ONLY 19 FEET, WE NEED TO DREDGE EACH YEAR. IN FACT, THE CORPS OF ENGINEERS, THE PORT AUTHORITY AND OTHER TERMINAL OWNERS DREDGE AS MUCH AS 8 TO 10 MILLION CUBIC YARDS OF MATERIAL ANNUALLY. YOU SEE THE RESULTS OF THESE EFFORTS IN THE ROCK CREATING ARTIFICIAL FISHING REEFS, OR IN SOME INSTANCES, AS BEACH REPLENISHMENT.

IN ORDER FOR US TO SUCCESSFULLY MARKET THE HOWLAND HOOK MARINE TERMINAL AND TO RETAIN A TENANT AT THIS SITE, WE MUST BE ABLE TO PROVIDE WATER DEPTHS OF 40 FEET PLUS 2 FEET OVERDREDGE. IN THIS PARTICULAR PROJECT APPLICATION, THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY PROPOSES TO MAINTENANCE DREDGE THE BERTH OF THE HOWLAND HOOK MARINE TERMINAL ON THE ARTHUR KILL. WE PROPOSE TO DREDGE USING A CLAMSHELL BUCKET, WITH BARGE OVERFLOW, APPROXIMATELY 50,000 CUBIC YARDS OF MATERIAL.

THE DREDGED MATERIAL WILL BE TRANSPORTED BY BARGE AND DEPOSITED AT THE MUD DUMP SITE AS DESIGNATED BY THE U.S. ENVIRONMENTAL PROTECTION AGENCY. THE SITE HAS BEEN USED FOR DISPOSAL OF DREDGED MATERIAL SINCE 1914. IN ADDITION, THE U.S. COAST GUARD CONDUCTS SURVEILLANCE OF OCEAN DISPOSAL ACTIVITIES AT THE MUD DUMP SITE.

OUR OBJECTIVE HAS ALWAYS BEEN TO DISPOSE OF DREDGED MATERIAL IN A SAFE, ENVIRONMENTALLY ACCEPTABLE MANNER. TRACE ELEMENTS OF DIOXIN IN OUR SEDIMENT HAVE REQUIRED US TO GIVE EXTRA SCRUTINY TO THE ISSUE OF DISPOSAL.

AS A RESULT, WE, ALONG WITH THE CORPS OF ENGINEERS, THE ENVIRONMENTAL PROTECTION AGENCY, AND SCIENTISTS AROUND THE WORLD, ARE NOW RESEARCHING SEVERAL METHODS FOR DISPOSING OF DREDGED MATERIAL -- MANY OF THEM ALTERNATIVES TO OCEAN DISPOSAL. THESE INCLUDE USE AS SANITARY LANDFILL COVER, DISPOSAL IN SUBAQUEOUS BORROW PITS, CREATION OF ISLANDS AND/OR WETLANDS AND BEACH NOURISHMENT. UPLAND DISPOSAL REMAINS A POSSIBILITY FOR SMALLER AMOUNTS OF DREDGED MATERIAL, AND WE ARE CONTINUING TO INVESTIGATE THIS OPTION. FOR VOLUMES OF THIS MAGNITUDE, HOWEVER, NO SUITABLE UPLAND DEWATERING AND DISPOSAL SITE HAS BEEN IDENTIFIED.

IN MAY WE CO-SPONSORED A TWO-DAY CONFERENCE ON THE REMEDIATION OF SEDIMENTS WHICH FOCUSED ON BIOREMEDIATION, WITH THE INSTITUTE OF MARINE AND COASTAL SCIENCES AT RUTGERS UNIVERSITY. PARTICIPANTS IN THE CONFERENCE WERE SCIENTISTS WHO REPRESENTED EXPERIENCE AND KNOWLEDGE IN THE RANGE OF TECHNIQUES USED OR BEING DEVELOPED. THE SEMINAR COVERED STATE-OF-THE-ART REMEDIATION TECHNOLOGY. INTERNATIONAL PORT REPRESENTATIVES DESCRIBED HOW

THEIR PORTS HANDLE DREDGED MATERIAL. THE MAIN PURPOSE OF THE CONFERENCE WAS TO BRING TOGETHER EXPERTS WHO COULD MAKE RECOMMENDATIONS ABOUT THE REMEDIATION OF PROBLEMATIC SEDIMENTS. THE MEETING ALSO INCLUDED ENVIRONMENTAL REPRESENTATIVES SO THAT THEY, TOO, COULD PROVIDE INPUT, EXCHANGE INFORMATION AND BE KEPT INFORMED REGARDING SEDIMENT REMEDIATION TECHNOLOGY. BIOREMEDIATION WAS VIEWED BY THE PARTICIPANTS AS A VIABLE STRATEGY FOR SOME SEDIMENTS WHERE THEY ARE CONTAINED, WHERE THERE IS A RESTRICTED RANGE OF CONTAMINANTS AND THE REMEDIATION PROCESSES HAVE A LONG TIME TO WORK; IT IS NOT A PANACEA FOR MANAGEMENT OF DREDGED MATERIAL. IN ADDITION, THAT A LARGE SCALE DEMONSTRATION IS NEITHER PRACTICAL NOR COST-EFFECTIVE AT THE MOMENT.

A SECOND REMEDIATION CONFERENCE, IN CONJUNCTION WITH RUTGERS, THE STATE UNIVERSITY OF NEW JERSEY AND THE STATE UNIVERSITY OF NEW YORK AT STONY BROOK, WAS HELD THIS WEEK. IT FOCUSED ON REMEDIATION APPROACHES OTHER THAN BIOLOGICAL REMEDIATION. WE HOPE TO USE THE FINDINGS FROM THIS CONFERENCE TO PROVIDE DIRECTION IN DEVELOPING A PLAN FOR THE \$5 MILLION SEDIMENT DECONTAMINATION PROJECT FOR THE NEW YORK/NEW JERSEY HARBOR, RECENTLY AUTHORIZED IN THE FEDERAL WATER RESOURCES DEVELOPMENT ACT OF 1992.

ALSO, THE PORT AUTHORITY VISITED THE U.S. ENVIRONMENTAL PROTECTION AGENCY'S GREAT LAKES NATIONAL PROGRAM OFFICE OF THE ASSESSMENT AND REMEDIATION OF CONTAMINATED SEDIMENTS, ALSO KNOWN AS ARCS. THE ARCS PROGRAM INVOLVES DEMONSTRATING CLEANUP STRATEGIES AND METHODS. AN EXAMPLE IS A TOXIC WASTE SITE IN GARY, INDIANA, WHERE A DEMONSTRATION PROJECT IS BEING DEVELOPED TO HANDLE SEDIMENTS UNDER THE DIRECTION OF THE EPA. THIS PROGRAM, IN THE INITIAL PHASE OF DEVELOPMENT, IS LIMITED TO CLEANUP OF HIGHLY CONTAMINATED SEDIMENTS (HOT SPOTS). HOWEVER, WE INTEND TO CAREFULLY MONITOR ITS FUTURE APPLICATION TO DREDGED MATERIAL FROM SALT WATER.

AS PART OF OUR CONCERN OVER SAFE DISPOSAL OF DREDGED MATERIAL, WE RETAINED A SCIENTIFIC CONSULTING FIRM TO ASSESS THE RISKS ASSOCIATED WITH THE EXISTING METHOD OF DISPOSAL AS IT RELATES TO THIS PROJECT. TO PRESENT BRIEFLY THE RESULTS OF THEIR WORK, I WOULD LIKE TO INTRODUCE DR. RICHARD PEDDICORD OF EA ENGINEERING, SCIENCE AND TECHNOLOGY, INC.

DR. PEDDICORD IS A NATIONALLY RECOGNIZED ENVIRONMENTAL TOXICOLOGIST WITH 20 YEARS EXPERIENCE IN EVALUATING POTENTIAL ENVIRONMENTAL EFFECTS OF SEDIMENTS. HIS EXPERIENCE HAS FOCUSED ON ENVIRONMENTAL EVALUATION AND MANAGEMENT OF DREDGED MATERIAL DURING THE DREDGING PROCESS, ITS PLACEMENT AT UPLAND AND AQUATIC SITES, AND ONGOING MANAGEMENT OF THE SITES TO MINIMIZE ENVIRONMENTAL IMPACT.

(PEDDICORD PRESENTATION)

BASED ON WHAT YOU HAVE HEARD FROM DR. PEDDICORD, THE PORT AUTHORITY'S PLAN TO DREDGE AND DISPOSE WITH BARGE OVERFLOW IS WELL WITHIN THE STANDARDS SET FORTH BY THE EPA AND THE CORPS.

WE, THEREFORE, REQUEST THAT WE BE GRANTED A PERMIT AS EXPEDITIOUSLY AS POSSIBLE. NOT DOING SO WILL JEOPARDIZE AN ECONOMIC REVIVAL OF HOWLAND HOOK, AND DO A DISSERVICE TO THE BUSINESSES AND RESIDENTS OF STATEN ISLAND AND THE NEW YORK/NEW JERSEY METROPOLITAN REGION, AS WELL.