Comments from Roland Lewis, President and CEO on **Proposed Modified Order and Engineering Work Plan**

Re: Modification of the 1998 Consent Order between the New York State Department of Environmental Conservation and the GATX Terminals Corporation

The Metropolitan Waterfront Alliance is a coalition of over 500 organizations working together to transform the New York Harbor and its waterways into a world class resource for work, play, transit and education. MWA’s Working Harbor Task Force made up of members from the heads of the largest agencies to the smallest maritime operators, have agreed that the lack of upland placement sites is one of the biggest challenges to the maritime industry remaining financially viable. MWA, representing organizations committed to a clean and economically viable harbor, fully supports the proposed consent order modification and urges New York State Department of Environmental Conservation to approve the consent order.

MWA applauds the proposed modified order because the total volume of 4,866,000 cubic yards of dredge material offers a lot of capacity and is significant step forward to help keep the cost of dredging and disposal down. We also excited to learn that the material will be brought in by barge to keep trucks off the road and reduce the cost of dredge material transportation.

The consent order modification provides beneficial use of dredged material in a cost effective way that is local and therefore reduces GHG emissions associated with dredging and disposal. The beneficial use holds within it an adaptive strategy to climate change in that it raises the elevation on some parcels to combat sea level rise. Finally, it will preserve a significant corridor of formerly connected tidal wetlands in perpetuity which connects other wetland parcels north and south of the site.

Operators of small maritime businesses, marinas, and shipyards, must dredge accumulated silt from their basins and facilities at the edge of the shipping channels. Though hardly approaching the magnitude of work by the Army Corps of Engineers, such dredging nevertheless can present nearly insurmountable hurdles for the smaller operator. Necessary as the work is, dredging is prohibitively expensive and complex for a small companies.

We hope the consent modification will be approved because it is a win win situation for the region. The decision will make it economically viable to properly close out this contaminated site that drains into the Arthur Kill in the most environmentally beneficial way possible.