

**For Immediate Release  
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## **PRESS RELEASE**

### **Dredge Placement Sites Process Recommended**

Baltimore – The Executive Committee of Maryland’s Dredged Material Management Program (DMMP) accepted the recommendations of its Management Committee, Citizens Advisory Committee, and Harbor Team today, and forwarded their collaborative report to the Governor for presentation to the 2004 General Assembly. The document offers a list of sites worthy of further study and research, for the placement and use of Chesapeake Bay and Inner Harbor dredged material for the next twenty years.

“This has been a collective process that has welcomed input from a wide variety of sources,” noted Executive Committee Co-Chairman Robert Flanagan, Maryland Secretary of Transportation. “We are sure that the Governor and the Legislature will appreciate the hard work done by so many scientists, technical advisors, community associations, private industry leaders, Army Corps of Engineers experts, environmental groups, State employees, and concerned citizens.”

The report calls for the Maryland Legislature to authorize the initiation of feasibility studies for utilizing Masonville, Fairfield BP, Sparrows Point, James Island, and Barren Island as potential dredged material placement sites. It also requested the creation of oversight committees to chaperone these options. No specific project was suggested in the report.

“The dialogues between the various stakeholders must continue,” said Citizens Advisory Chairman Greg Kappler. “The issues are complex, but there also is much common ground for solutions.”

A PowerPoint presentation by the Maryland Port Administration’s Harbor Development Chief Frank Hamons demonstrated the challenge presented in keeping the Bay’s shipping lanes navigable. “We use 1.5 million cubic yards of sediment as a working number for our annual amount necessary for disposal,” he advised. “Since inevitably we will run out of space, the final report lists as a primary goal, innovative use of at least one third of this material by 2023.”

Bob Hoyt of the Ecologix Group, an environmental consultancy firm, followed this with a summary of the work accomplished by the 30-person Harbor Team. Composed of community group representatives and officials from local governments, Hoyt stressed the potential for “win-win situations,” so that the sense of partnership between citizen and government would continue.

Executive Committee member Theresa Pierno of the Chesapeake Bay Foundation amplified this theme. “The level of respect and trust built over the last three years has increased tremendously. A lot of compelling information has been presented here, and we must continue these discussions and keep the various stakeholders involved.”

Management Committee liaison Don Boesch of the University of Maryland’s Center for Environmental Science offered an historical perspective of the accomplishments of the DMMP process, highlighting the close cooperation that had been achieved in working with the U.S. Army Corps of Engineers. “In the end, the conclusions of our studies must coincide, or we cannot go forwards,” he noted.

Secretary Flanagan closed the meeting by emphasizing the imperative to keep faith with the communities, while at the same time cautioning over inflating expectations. “As we begin the feasibility process, I urge you to stay disciplined and realistic, so that miscommunications can be kept to an absolute minimum.”

Summaries of the various committee reports and recommendations can be found at [www.mpasafepassage.org](http://www.mpasafepassage.org), under the DMMP heading.

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