



US Army Corps
of Engineers
New York District

Dredged Material Management Plan for the Port of NY & NJ

FACT SHEET

DESCRIPTION: The Port of New York and New Jersey must be dredged to maintain navigation and commerce estimated to generate about \$ 20 billion annually in direct and indirect benefits. Due to past and present pollution, managing dredged material from many areas of the Port has become increasingly difficult. This is due to either a lack of management options or the higher cost of the limited number of options currently available. In September 1999 the Corps prepared a Dredged Material Management Plan (DMMP) for the Port of New York and New Jersey and an accompanying draft Programmatic Environmental Impact Statement (PEIS). It identified the primary and contingency options needed to meet the dredging requirements of the Port through the year 2040 giving special emphasis to beneficial uses.

AUTHORIZATION/PROJECT DESCRIPTION: New York Harbor encompasses approximately two dozen separately authorized and maintained Federal navigation channels. These projects, whose authorized depths vary from 8 feet to 50 feet, along with the privately operated berthing areas generate approximately 2 to 4 million cubic yards of dredged material annually from navigational maintenance and deepening projects. The construction of these deeper channels will also generate substantial amounts of dredged material. The DMMP process seeks to identify and implement options to manage the material generated from both the federal and non-federal maintenance and deepening of the Port through the year 2040.

STATUS: The New York District, in close coordination with the other involved federal, state and local agencies, is now developing a new update to the DMMP, which is scheduled for release at the end of 2004. The DMMP Update Report will respond to comments on the previous 1999 version as well as update the plan to take into account the changes in testing and placement sites that have occurred since its release. The DMMP will continue to utilize a wide variety of preferred and contingency management options for dredged material. These options include:

- **Contaminant Reduction** – With the states lead, a multi-million dollar, multi-year data collection, modeling and analysis program is now underway to identify and track down the sources of pollution that are contaminating dredged material.
- **Remediation of the Historic Area Remediation Site** – Dredged material is being used beneficially to remediate the HARS (an impacted ocean site) and may require decades to complete.
- **Habitat Creation/Restoration** – Several different habitat applications are included in the DMMP (*e.g.*, restoring habitat by filling existing degraded pits, creating fish reefs, and creating shellfish & bird habitats).
- **Land Remediation** – Using amended (or treated) dredged material, several landfills and brownfields in the region are being remediated. Plans and demonstrations are also underway to remediate abandoned mines.
- **Decontamination Technologies** – Several innovative dredged material treatment methods are now being demonstrated by the USEPA and the State of New Jersey. The products of the treatment have a wide array of potential uses (*e.g.*, construction material, or clean fill).
- **Containment Options** – The only remaining containment/disposal option in the region is the Newark Bay Confined Disposal Facility, which was constructed in the late 1990's and remains available as a contingency for emergencies or when material cannot be beneficially used upland. No further containment/disposal options (*e.g.*, new Lower Bay subaqueous contained aquatic disposal facilities or island confined disposal facilities) are planned for further evaluation or implementation in the DMMP.

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