

familiar with the fact that where it appears there is not obvious opposition, that the committee has, in the past where the circumstances are justified, authorized the project subject to these provisions.

The Intracoastal Waterway is of great concern to all of us and this is the last phase of the missing link and waiting 2 more years for authorization would be most disadvantageous to everyone concerned including the State of Florida with its local responsibility.

This study that must be made relating to fish and wildlife and natural resources and estuaries, that even precedes the construction stage. It is essential that it be underway in the near future so there is plenty of precedence for this committee as it relates to time.

Would you show that chart again, please?

Mr. HARSHA. I would say to the gentleman from Florida that I am very much aware of his interest in this project and his considerable leadership. I am sure this will be one that will be continued cooperatively wherever possible and I thought if we could eliminate some of the problems that might arise now, that would expedite it.

Mr. CRAMER. Perhaps some of the agencies present in the room will be able to recognize it is the desire of the committee to get those reports before we start marking up the bill.

Mr. FASCELL. Thank you very much, gentlemen. You men have traveled far.

MIAMI HARBOR, FLA.

Mr. Chairman, we will be through here very quickly. We have another witness, Rear Adm. I. J. Stephens, U.S. Coast Guard.

Admiral STEPHENS. Mr. Chairman, with your permission I should like to submit my statement and I could summarize this in about 30 seconds.

Mr. BLATNIK. Without objection, it is so ordered.

(The full, prepared statement of Admiral Stephens follows:)

STATEMENT OF I. J. STEPHENS, REAR ADMIRAL USCG (RETIRED), PORT DIRECTOR,
PORT OF MIAMI, FLA.

Gentlemen, my name is Irvin J. Stephens, Rear Admiral, U.S. Coast Guard (Retired) and presently Port Director, Port of Miami. Technically, I am Director of the Seaport Department for Metropolitan Dade County, Florida.

I appreciate the opportunity to appear before you this morning on behalf of the proposed deepening project for Miami Harbor. This project is of vital importance to all of the Greater Miami Area, included within Dade County, Florida, the governmental entity which I represent.

Today I want to emphasize rather briefly just why this deepening project is so vital to the Greater Miami Area.

The Port of Miami has been in existence for over 50 years. The old port, located in downtown Miami on Biscayne Boulevard, has well served its purpose over these many years in the handling of cruise passengers and general cargo. Formerly largely a coastwise shipping port, it has, since World War II, become a significant general cargo port for worldwide trade. Of particular interest is the Port of Miami's rapidly increasing trade with the countries of the Caribbean Basin. Swift and frequent service to all of this area is provided from the New Port of Miami particularly by roll-on, roll-off container vessels, a service in which the Port pioneered.

In consideration of this shift in emphasis and rapidly increasing shipping business through the Port, during the past five years we have been phasing out the old port and building a brand new \$25 million port, five minutes from downtown Miami. Modern in every respect and with the capability to handle the future port needs of the area, it is imperative that the navigational capability be in consonance with the capability of the facilities themselves.