

Virtually each day sees the New Port of Miami lined with ships flying the flags of many nations and carrying the wide variety of goods both inbound and outbound. There is, for example, service three or four times a month to the Far East—to northern Europe—to the Mediterranean—and even more frequently to South America.

Unfortunately, however, and in too many cases, shipping business through the Port is limited by its present depth of water. Too often ocean going freighters must make Miami a middle or last port of call rather than the first port, because there is inadequate water. Too often ships are diverted from entering the Port because of insufficient depth of water. Too often valuable cargoes are lost to other ports, not conveniently located, because of inadequate channel depths.

The many users of the Port of Miami are unanimous in their strong view that the additional 6' of water proposed in the Engineers' Report is vital to the continuing and future wellbeing of the Port of Miami.

On the cruise ship side of the coin, the picture is the same. For many years the Port of Miami has enjoyed a natural geographical location for this important passenger business. Being as it is at the very doorway to the Bahamas and the Caribbean Basin, literally hundreds of thousands of citizens of this country have enjoyed tropical cruises from the convenient Port of Miami. At the same time, however, a great loss of potential cruise passenger business has resulted because of inadequate depth of water. Many large passenger ships, strongly desirous of entering the Port of Miami, have been precluded from doing so because of insufficient depth.

Up until the present time the Port has also suffered from the lack of adequate passenger terminal facilities. Now, however, this deficiency is being overcome inasmuch as the Port has under construction its brand new \$5 million passenger terminal. This will be a very unique facility and one which will be most attractive and inducive to thousands of potential cruise passengers. This terminal is scheduled for partial operations in December 1968, and for full operations in April 1969. With the completion of this long-awaited passenger facility, the present passenger load can be handled in an appropriate and comfortable manner, and some additional light-draft passenger ships will also be attracted.

However, again the existing 30' for water in the Port of Miami is a serious limitation upon the development of this business. Studies have clearly indicated that many of the world's cruise ships draw on the order of 28', 29', 30', or 31', and Miami's present depth of 30' is simply inadequate to take these vessels. With the 36' project approved, virtually all of the world's passenger ships could make the Port of Miami a highly desirable port of call.

This, of course, means not only our own citizens embarking and debarking on cruises from this Port, but of equal importance, the gates would be open to many foreign-flag vessels and visitors in conjunction with Caribbean cruises, around-the-world cruises, and trans-Atlantic travel. I would emphasize in this connection that while the ship can no longer be truly regarded as a means of competitive transportation, nonetheless it is rapidly becoming a major vehicle for leisure travel. I think it goes without saying that the closer we approach the 35-hour week and the more affluent becomes our society, the more demand there will be for leisure time. And in the eyes of many people, there is no better means of spending leisure time than aboard a luxurious cruise liner in sunlit and smooth tropical waters.

May I emphasize also that with completion of its new ship passenger terminal within a year, the citizens of the Greater Miami Area will have invested almost \$25 million in its fine new Port. Moreover, from all present indications and studies, an equal amount will be invested in the Port over the next 10 to 15 years. Our community has, indeed, a great confidence in the future growth and development of its Port.

The community awaits eagerly for its Port to take its rightful place among the major ports of this country, and this can only be accomplished with this vitally needed deepening project. Already and without any hesitancy the Greater Miami Area, acting through its duly constituted Dade County Government, has pledged its full support and has guaranteed the total local participation that will be required of it.

I urge that this project be given prompt and favorable consideration by your Committee.

Thank you, gentlemen.

Admiral STEPHENS. We are building a brandnew port over at Miami. Our community has about \$25 million invested in it now. We are in the