

And our member companies and other oil companies bring the oil into Port Jefferson Harbor and then this company stores it, and it is distributed throughout the area, and also the Long Island Lighting Co. does this.

So I would think more properly that this benefits the companies and the distributors throughout the area. I just wanted to make that point so we could at least have two views of that subject.

This improvement, harbor improvement project was recommended by the Chief of Engineers, Department of the Army, and it would provide for deepening the channel from 26 to 40 feet and widening it from 300 to 350 feet from the deep water of Long Island Sound to the inner head of the harbor, a distance of 2.3 miles. And it would also provide an inner turning basin, 30 feet deep, 700 feet wide, and 1,400 feet long.

Our points in favor of these improvements are as follows:

No. 1 is the very favorable benefit-to-cost ratio. According to the report of the Chief of Engineers and the New York district engineer, the benefits estimated to accrue from the Port Jefferson project would exceed the cost of the improvement by a ratio of 6 to 1. As you know, this means that for every dollar that the Federal Government might invest in this improvement project, benefits equivalent to \$6 would be returned. We think that this is an extraordinary benefit-cost ratio and is a significant justification for the project.

The second reason why we support this is the benefits for the general public. The New York district engineer stated in his report that the savings in transportation costs that would result from these improvements "would reach the general public as lower prices for the products or as additional services offered to the consumer."

He also stated that "savings in transportation cost to the Long Island Lighting Co. would be reflected in the rates charged users of electric power."

This has been confirmed by the Long Island Lighting Co. As you know, decrease or increase in the cost of transportation will have a corresponding effect on the consumer product structure.

Third, the channel depths at origin or other ports. This project would give Port Jefferson the same channel depth, 40 feet—as most major ports on the U.S. gulf coast from which petroleum products are shipped to Atlantic ports—appeared in line with this trend; the channel to Providence Harbor is being dredged to 40 feet and approval is expected for dredging the New Haven Harbor also to 40 feet.

Fourth, the elimination of oil barge traffic and terminals. The reduction in cost would have the effect of gradually eliminating oil barge traffic in this harbor.

Our fifth reason is the need for deep-water harbor on the north shore of Long Island. At present there is no deep-water harbor on the north shore of Long Island, nor indeed to my knowledge is there one on the south shore. The district engineer stated in his report that the population of Suffolk County, the tributary area of Port Jefferson Harbor, has been increasing at an accelerated rate, greater than the national average. And the projection of the population growth of the county indicates that the population will increase from 667,000 people in 1960 to about 1 million in 1970 and 3 million in the year 2020.