

While preliminary indications are that changes in velocities will not be significant, the Corps of Engineers has not had occasion to develop necessary data to resolve this question completely.

There are other questions as to where the new bulkheads may have to be placed for engineering reasons, the necessity not to inadvertently create a no man's land offshore between the new bulkheads and the legislative limits of the area, and other loose ends which I am sure can be worked out. While we do not take exception to the general principles of the plan, we feel these outstanding questions and loose ends should be tidied up.

If the Congress considers that the proposed legislation should be enacted, it is recommended that the portion declared nonnavigable be limited to a line 100 feet or more shoreward of the established U.S. pierhead line, the exact limits to be determined by subsequent technical studies; that there be excluded from the area determined to be nonnavigable any water areas that may be reserved in the development for marinas or otherwise not bulkheaded and filled; and that plans for structures controlling the fill be made subject to approval by the district engineer, Corps of Engineers, New York.

I have discussed these areas of concern with Congressman Celler and representatives of the city planning commission and have been assured fullest cooperation in resolving these outstanding questions.

These comments and recommendations do not necessarily represent the views of the Department of the Army or the Bureau of the Budget.

This concludes my statement.

I am available for questions.

Mr. BLATNIK. General, at the outset, may I say there will be no Federal cost involved here; is that correct?

General NOBLE. That is the statement made by the authority, yes, sir, yesterday in testimony. We do not have too much information on this, sir, except what I have testified to this morning. These are the kind of things we hope to resolve in discussions with the group. We had one discussion set up for today.

Mr. BLATNIK. There have been prior meetings with your district engineer?

General NOBLE. Yes, sir. Also, the corps ran a very quick model study for the authority, I think it was a 4-day run, on what the effect would be on the East River with this kind of filling in.

Mr. BLATNIK. From the original 27 piers in use for foreign and domestic shipping on the Hudson River side, between the Battery and Canal Street, at present there are only two. Does that mean that only two piers will service all our foreign shipping?

General NOBLE. I am going to ask Mr. Gurnee to correct me on this. Most of the shipping has moved uptown. The lower end of the Manhattan waterfront is pretty much falling into disuse. What is being proposed here is really, in principle, a good thing. These people want to go in there and take out all these rotten piers, decaying structures, decrepit structures, and replace them with a rehabilitated shoreline, fill it in and develop it.

These structures are doing a lot to continue our floating debris in the harbor. Personally I would like to see them removed.