

## George Dyson

As a member of the Marine Trades community, I applaud the general direction of the CAP amendment towards preserving our working waterfront and resolving the Port's liability for the cleanup of the ASB.

As an adjacent property owner and environmentalist, I am delighted to see that at least a "contingent" plan for cleanup of Area 3A (at the head of the waterway) is *\*finally\** under consideration. Monitored natural recovery has delivered little improvement in twenty years.

When the Port of Bellingham (under very different leadership from today) lobbied Congress on our behalf (2005-2007) for the de-authorization of Whatcom Waterway as a federally-designated navigable waterway (maintained by the Corps of Engineers) we were assured that this would not only free the potentially liable parties from the expenses that future disposal of contaminated sediments during routine maintenance of the channel would entail, but that a locally managed waterway would result in a higher standard of cleanup.

For the head of the waterway, still contaminated with locally high concentrations of mercury (just below surface-standard depths) this has not been the case. The creosote pilings stubs left by the removal of Citizen's Dock are exactly as exposed as they were 15 years ago, and the eelgrass beds that were struggling to survive in the inner waterway are still struggling today. That the new Waypoint Park is now a popular swimming beach makes the neglect of Area 3A even more glaring than it was in 2005.

If the ASB is to be used as a CDF (GP's original plan, accepted by all agencies at the time) cleanup of area 3A (again, part of the original plan) should be an essential element of a revised CAP, not contingent on grant funding being obtained (much as we hope and expect it will be).