

the Chesapeake and Delaware Canal. The success of the strategic plan requires the cooperation of the Department of Transportation with other agencies of State, federal, and local government, as well as environmental organizations, the shipping industry, and business interests in the State.

The Maryland Department of Transportation, in consultation with the Department of the Environment, the Department of Natural Resources, the Maryland Environmental Service, the University of Maryland (College Park), the Center for Environmental and Estuarine Studies, and other agencies as appropriate, shall examine placement options that are cost-effective, protective of the natural resources of the Chesapeake Bay, and sufficient in annual and cumulative capacity to address the maintenance and improvement needs of the Port for at least the next 20 years. The Department of Transportation shall:

1. submit a report to the General Assembly by September 1, 1996, for placement of dredge material from maintenance and improvement of waterways serving the Port of Baltimore, including the development of one or more major artificial islands in the upper Chesapeake Bay which can be used for the containment and beneficial use of clean dredge material;
2. identify two or more sites in the upper Chesapeake Bay by January 1, 1997, for the development of artificial islands, as described in paragraph 1 above, with sufficient capacity to meet the anticipated needs of the Port for at least 20 years;
3. in the course of identifying those sites, set the highest priority on reviewing sites for which preparatory investigation has already been performed;
4. work with appropriate federal, State, and local governments to expedite the