



Dredged Material Management Program 2020 Innovative Reuse and Beneficial Use Strategy

Innovative reuse and beneficial use of Harbor channel dredged material is a key component of the Dredged Material Management Program (DMMP). In 2014, the DMMP Executive Committee Innovative and Beneficial Use Strategy guided Maryland Department of Transportation Maryland Port Administration (MDOT MPA) in planning for sustainable dredged material management solutions. Due to strong coordination and collaboration with key stakeholders such as the DMMP Committees, several of the 2014 Strategy’s action items advanced or have been completed. MDOT MPA identified a need to update the Innovative Reuse and Beneficial Use Strategy with refined goals, new action items and deliverables.

Goal: To make long-term, sustainable innovative reuse and beneficial use programs and projects to address capacity recovery an implemented component of the Dredged Material Management Program in Maryland, to promote the long-term viability of the Port of Baltimore.

Strategies: The following actions will be organized and managed by MDOT MPA, with oversight from the Executive Committee and input from the Innovative Reuse Committee (IRC), and other interested stakeholders.

Policy/Regulatory

1. Continue to engage Local, State, and Federal government agencies to identify regulatory barriers or impediments regarding the reuse of dredged material.
 - a. Maryland Department of the Environment (MDE) should work closely with MDOT MPA to update the *Innovative Reuse and Beneficial Use of Dredged Material Guidance Document*, as necessary, including any applicable administrative approvals, to advance and streamline the reuse of dredged material.
 - b. MDOT MPA should coordinate with fellow MDOT Transportation Business Units to identify partnership opportunities to better facilitate the reuse of dredged material.
 - c. MDOT MPA and MDOT SHA should partner to include dredged material as a recycled material outlined in section 900.03 of the MDOT SHA Material Specification.
 - d. Work towards understanding the necessary requirements to establish a dredged material processing facility as a MDOT SHA-approved material vendor.
2. MDOT MPA will develop guidance to inform prospective end users of the requirements and procedures to obtain dredged material from a MDOT MPA facility.
3. Research certifications/distinctions wherein dredged material may qualify to be included as a sustainable or recycled product as well as examine the potential use of incentives in State procurement policy.





Technical

4. Investigate how beneficial use of dredged material can be expanded to address Maryland's Coastal Resiliency needs.
 - a. Support beneficial use in Baltimore Harbor with Harbor dredged material in a manner that considers social, economic, and environmental impacts.
 - b. Utilize existing partnerships and programs with the US Army Corps of Engineers and other Federal Resources Agencies to obtain technical support for beneficial use projects.
 - c. Develop and/or utilize existing models to evaluate dredged material reuse opportunities in coastal resiliency applications.
5. Investigate the economics of reclaimed capacity and/or refine the economic valuation model to examine the value of reclaimed capacity in upland containment facilities.
6. Continue to update the Sediment Quality Database with new and relevant datasets.

Education and Stakeholder Engagement

7. Address additional educational and outreach needs related to the reuse of dredged material.
 - a. Develop technical factsheets for demonstration projects outlining dredged material characteristics, processing techniques, transportation logistics, implementation strategies.
 - b. MDOT MPA and MDE will partner to provide prospective end users with information regarding the regulatory requirements associated with the reuse of dredged material through outreach events, public meetings and/or web-based tools.
8. MDOT MPA should continue to pursue new partnerships with other government agencies, businesses, environmental advocacy groups, citizens and/or private sector representatives to further the innovative and beneficial use program.

Program Implementation

9. MDOT MPA should continue involvement in the Sustainable Materials Management Maryland (SM3) workgroup, including participation in the Department of Commerce SM3 Sub Cabinet.
10. Continue implementation of the Dredged Material Reuse RFP for research and development.
11. Continue to pursue acquisition of additional property or utilization of existing property in a modified way to advance long term, sustainable capacity recovery programs. MDOT MPA will then reevaluate potential P3 opportunities, which will help inform market potential.
12. Evaluate MDOT MPA dredged material recovery and processing operations.
 - a. To improve dewatering efficiency, MDOT MPA should review material handling and processing procedures.
 - b. Investigate dredged material transportation logistics to improve cost-effectiveness and identify possible intermodal transportation strategies.

