

Essentially, each and every one of these watercraft operators needs a uniform set of waste control regulations and approved treatment or control devices.

Voluntary compliance to recommended regulations produces only partial control and, as a result, is patently unfair to those who have acted responsibly. H.R. 13923 and H.R. 16207 include measures which, when enacted and fully implemented, should rectify many of the problems I have cited.

1. The bill would apply to foreign and domestic vessels, and to the navigable waters and the Contiguous Zone. The bill would direct the Secretary of the Interior to establish, by regulation, standards for the control of sewage emitting from vessels.

The standards will be developed after an extensive investigation and research effort is carried out to examine the efficiency and effectiveness of various systems for the treatment of sewage from vessels, including a careful study of the costs of installing, operating, and maintaining such systems on various classes of vessels.

The standards will be as uniform as possible for various classes of vessels within similar circumstances.

The regulations will set reasonable compliance schedules. These schedules will distinguish between new vessels and existing vessels. Special consideration will be given to those vessels that included sewage control systems on board to meet State requirements or the voluntary levels of treatment established in the 1965 Handbook on Sanitation and Vessel Construction of the United States Public Health Service.

2. The bill directs the Secretary to prescribe regulations governing the discharge of ballast and bilge water into such waters from vessels engaged in commerce. They will apply to all commercial type vessels. The regulations will limit the quantity of such discharges and the time and place of the discharges. The regulations will not necessarily prohibit all such discharges in all our waterways.

3. The bill directs the Secretary to issue regulations governing the discharge of litter, garbage, sludge, and other substances, other than oil and dredge spoil, from vessels whether such substance originates on the vessel or is transported by the vessel.

4. Before the Secretary issues any regulations, he must consult with Defense and other interested Federal and State agencies and representatives of various interested industries. After the regulations are issued, the Secretary is required to give everyone a reasonable opportunity to comment before they become final.

5. The bill would authorize the Secretary to exempt certain classes of vessels. Defense and other Federal vessels must comply with the regulations, except where national security is involved.

6. Once the standards are issued, a program for certifying the adequacy of various devices will be initiated. Under this program manufacturers may request the Secretary to consider a particular device together with the manufacturer's test data to determine whether such a device, if installed on a vessel and used and maintained properly, will enable the vessel to conform with the standards. Once certified by the Secretary, the manufacturer will be able to sell as certified all devices that conform to the certification.

In addition, the Secretary of Transportation, operating through the United States Coast Guard, must also certify the device from a safety standpoint. The Secretary of Transportation will issue regulations on this subject.

7. After the effective date of the regulations, it will be unlawful to pollute the navigable waters of the United States from vessels and to make any discharges from vessels into such waters, except in accordance with the regulations.

8. The bill establishes penalties for violations.

Detailed information about the problem to which H.R. 13923 and H.R. 16207 are directed is contained in the report, "Wastes from Watercraft," submitted to Congress last summer in compliance with Section 17 of the Federal Water Pollution Control Act, as amended by the Clean Water Restoration Act of 1966.

The basis for computing waste loads from recreational watercraft used in the report has been challenged. We estimated that 1,340,000 recreational watercraft were equipped with sanitary facilities, a figure reached by averaging two closely related figures estimated from industry and Coast Guard data. We realize that the estimate is based on incomplete information. The report states, at page 50 of the Senate Document, that no statistical information is available on the number of recreational watercraft equipped with sanitary facilities, and that our derivation must be clearly labeled as an estimate of the pollution poten-