

ater has the capability of being used by vessels. Protection of this natural source requires a special blending of talents, capabilities, and expertise, a combination which is only rarely found except in a water pollution control organization.

The Department of the Interior and the Federal Water Pollution Control Administration need the support of agencies such as the Coast Guard with the men, equipment, and logistic know how to implement reaction programs when a major oil spill occurs on our coasts, in our estuaries, our Great Lakes, and possibly the major navigable streams of this Nation. These capabilities complement the resources of the Department of the Interior to make an effective team. We view our role as the agency responsible for protection of our natural resources. As such, we have technical expertise capable of making the necessary judgments on courses of action to take to assure maximum protection of these vital water and water oriented resources. No pat answer is available which can be catalogued on how to react to a specific spill situation, although general courses of action can be developed.

There are some areas in which our authorities, as outlined in the proposed legislation, and the authorities of the U.S. Coast Guard may seem to overlap under certain conditions. Over the past several months, we have discussed this matter with the Department of Transportation and we are in agreement that the proposed legislation makes a realistic division of responsibility between the two Departments. Whenever a situation arises that crosses the responsibility interface, it will be bridged by cooperative effort; the FWPCA providing its technical expertise in the physical sciences related to water pollution control, and the Coast Guard providing its expertise in naval matters.

Spill pollution control from fixed sources for oil and other hazardous substances cannot be predicted finitely. Prevention through State control requirements, if uniformity across the Nation can be assumed, can go a long way towards minimizing their occurrence *but* cannot eliminate them. Today, the States generally lack clean-up authority for such spills and have little in the way of developed reaction capability. Since spills, even occurring on intrastate streams, can and do affect interstate waters (e.g., Clinch River in Virginia-Tennessee), there is a vital need to provide a reaction capability to stop these spills in their tracks. A well-conceived contingency plan incorporating immediate clean-up fund expenditure capability is a prime requirement. This clean-up authority must be available on a river basin basis and not be encumbered by diffuse jurisdictions if spill pollution control is to be effective. We view this gain as a complementary tool to the various State and Federal agency interests and authorities which is not available today but which is needed.

During the past twelve months, the Department of the Interior—largely through FWPCA—has been developing added capabilities for the control of oil spills and exerting substantial influence towards preventing and minimizing the effects of such spills. Let me cite only a few of those various activities.

This Department in conjunction with the Department of Transportation prepared the report, "Oil Pollution." This report is really a landmark document as its preparation necessitates some deep and searching reappraisals by both Departments and brought forth actions toward the control of the problem.

We have prepared preliminary contingency plans for coping with spills of oil or other hazardous substances in each of our nine FWPCA regions. In preparing these plans, we have conferred with the Coast Guard, the Corps of Engineers, the States, industries and others; considered oil spill potentials from pipelines, tank farms and other sources as well as from vessels and related shore facilities; considered the spill potentials of other hazardous materials; and made a survey of diked waste storage from the standpoint of spill pollution potentials. These plans are not complete today, and I hope we will never consider them to be complete for to be effective they must be living documents, ever changing and improving to meet today's and tomorrow's needs and conditions.

We have prepared a prototype contingency plan using the Potomac River as its example. This plan will, of course, have value in protecting the Potomac but will be principally used to ensure that the FWPCA plans in each Region and basin meet certain minimums of excellence and utility.

Even these preliminary contingency plans have been effective in guiding our efforts in many spill pollution incidents. The most publicized recent oil spill is, of course, the S/T *Ocean Eagle*. In that incident, the FWPCA was in contact with the situation within two or so hours of its occurrence. Our field chief flew to Puerto Rico on the same flight with Coast Guard specialists from Washington.