

munity more than a fond hope of payment. It gives them a commitment or obligation of the Federal Government, a flat contractual agreement. In our view this should be far more acceptable than the reimbursement feature now in the act.

CONTROL OF POLLUTION BY OIL AND OTHER HAZARDOUS SUBSTANCES AND POLLUTION FROM VESSELS AND SHORE INSTALLATIONS

In many respects the problems of vessel pollution, oil pollution, and spills of other hazardous substances are closely related. All may come from the same sources, may be intermittent in nature, may occur at almost any point in or near navigable waters, and may result in damages ranging from the almost invisible to the deadly or catastrophic. The *Torrey Canyon* disaster and the recent breakup of the *Ocean Eagle* in San Juan Harbor have increased public awareness of the problem.

Indeed I think I should report to the committee that it seems like almost a weekly event that I get a report from water pollution control people on some kind of oil spill or another. Some of them get in the press. There was one in the press, as the chairman noted, in Hawaii this morning. We had a bad one on the Columbia River 2 weeks ago. There are large and small spills. And of course the dramatic ones like the *Torrey Canyon* and the *Ocean Eagle* do show the tremendous damage and the tremendous problems that can be caused by these large major spills.

After the *Torrey Canyon* report, Mr. Chairman, the President directed that the Department of Interior and the Department of Transportation make a study of this whole problem. The report of that study suggested a number of legislative needs to strengthen Federal authority to prevent and control spills.

One, amendments to the Oil Pollution Act, 1924, to extend coverage to all spills whether or not they are grossly negligent or willful, to spills from all sources, and to spills within the contiguous zone, as well as within the territorial sea and navigable waters of the United States.

Two, legislation to require an oil discharger to pay all of the costs of removing the oil, incurred by the Secretary of the Interior.

Three, legislation to make the person who discharges or deposits hazardous substances other than oil into navigable waters or the contiguous zone responsible for removing the substance, and to empower the Secretary of the Interior to act if such person fails to act, and to recover the costs.

These were recommendations that we devised, the two departments working together, to provide the kind of quick remedies that we feel are going to be absolutely essential, if we are to be able to reduce the damage and produce countermeasures as needed.

OIL POLLUTION PROVISIONS OF S. 2760

S. 2760, passed by the Senate and now before this committee, would fulfill the report's recommendations relating to the control of oil pollution in the navigable waters of the United States. It would repeal the Oil Pollution Act, 1924, and incorporate its provisions, with