

I hope that before we are finished, we will do whatever we have to legislatively and administratively so that we will have a clearer cut method available to combat disaster such as this.

Thank you.

Secretary UDALL. Congressman, I hope you will look at the details of the legislation we have proposed, because we have tried to encompass the existence that the British had with the *Torrey Canyon*. We had this top-level report that was done by the Department of Transportation and my own Department last summer. I put some of my very best people on it, and I know Secretary Boyd did, too. I think we have a plan, and a workable one, and a solution.

I think we also must recognize that in the type of high-energy economy that we have, these big tankers are going to be moving around, and I think we have got to make it plain to the transportation industry that a very high degree of care must be taken, because you can do enormous damage to other resources. You could literally wreck the economy of some of your seacoast regions, as happened in England.

I think this is a very serious responsibility that this committee undertakes in writing legislation of this kind.

After all, the type of accident that occurred can be insured against, and I think the most important thing above all else, as far as I am concerned, is that once we establish the fact that we are going to expect people to use great care, if they are transporting a substance of this kind, is to have an action plan so that we can minimize or offset the damage.

I noticed Jersey Standard announced just a few days ago what they call a dispersant. We have not had a chance to analyze this—I know they have a very fine research organization—to know now effective it will be. I am not commenting on its effectiveness. I am sure the chemists can come up with an answer, so that we can be ready to take care of these accidents that occur despite all the care to prevent them. I think it is very important that whoever makes the mistakes ought to pay the cost of the cleanup, rather than have the taxpayers do it.

Mr. HOWARD. Thank you.

Mr. BLATNIK. Mr. McCarthy.

Mr. MCCARTHY. Thank you, Mr. Chairman.

Mr. Secretary, I want to add my compliments for the plans that you have outlined here for dealing with major problems such as oil pollution from shore and ship installations and supplying drainage, and so forth.

However, I would like to ask you about the second paragraph on page 8.

CUTOFF OF PREFINANCING PROVISION

As you know, I am from Buffalo, N.Y. About 4 years ago, we in the Buffalo area became extremely concerned and enthusiastically so about the condition of Lake Erie. At about that time the Secretary of Health, Education, and Welfare convened an enforcement conference to which the States bordering Lake Erie came, including my own, of New York. At first they were a little reluctant, but when they came. Out of that grew a determination to tackle this problem. New York went ahead with its \$2 billion pure waters pro-