

Mr. OEMING. Not entirely, sir. The last word I had, there were some conditions on the standards yet, but not this portion of the standards, Mr. Chairman.

Mr. WRIGHT. This portion of the standards you think has been approved?

Mr. OEMING. There has been no question raised about this portion of the standards.

Mr. WRIGHT. You anticipate no major difficulty in arriving at an agreement with the Water Pollution Control Administration?

Mr. OEMING. No, not at this point in time.

Mr. WRIGHT. The reason I asked is because this point you have raised is one a number of people have been raising, that it would be somewhat inconsistent for the Federal Water Pollution Control Administration to require the States to set certain standards, and then the States, with certain standards, and then for the Federal agency to superimpose its own jurisdiction over a portion of those installations lying within the States and falling under the standards of the States that they have approved.

You declare you think it would result in jurisdictional confusion and fractionating of effort.

Can you see any reason why shore installations should be treated differently under the law than nonnavigable rivers?

Mr. OEMING. They are covered now under the present act and water quality standards the States have adopted. Particularly in Michigan's case, these standards apply to discharges into interstate waters which are navigable waters, like the Great Lakes.

Now, the implementation plan has been submitted and approved so far as I know, and so I see no reason for another layer of government to be imposed on this particular area of activity.

Mr. WRIGHT. I see. Mr. Oeming, the Chair is going to find it necessary to recess briefly in order that I may vote on the bill that is currently being voted on in the House.

(Discussion off the record.)

Mr. WRIGHT. Very good timing. You may continue your statement.

(At this point Mr. McCarthy assumed the Chair.)

Mr. OEMING. We are encouraged by the bill's authorization for the Secretary of the Interior to enter into agreement with States in the enforcement of the act. Such agreements could greatly strengthen the act's enforcement provisions.

POLLUTION BY COMMERCIAL VESSELS

One aspect of pollution with which we are experiencing increasing problems is the indiscriminate overboard disposal of garbage, dunnage, and trash from vessels engaged in commercial navigation. The detrimental effects of these practices grow increasingly worse with the use of plastics and other indestructible containers. Public and private costs in the removal of this debris from Great Lakes' beaches is becoming very substantial. The esthetic damage is even more serious.