

Mr. MOORE. Thank you, Mr. Chairman.

Mr. McCARTHY. Our next witness is Vice Adm. Paul E. Trimble, of the U.S. Coast Guard.

Admiral Trimble, I would like to have you introduce the members who will accompany you.

**STATEMENT OF VICE ADM. PAUL E. TRIMBLE, U.S. COAST GUARD;
ACCOMPANIED BY ADMIRAL MURPHY, CAPTAIN JENKINS, AND
COMMANDER DeWOLF**

Admiral TRIMBLE. Thank you, Mr. Chairman.

In the interest of saving time, I would be pleased to introduce my statement for the record and just make a few comments.

First, let me introduce Admiral Murphy on my far right, Captain Jenkins, and Commander DeWolf.

Mr. McCARTHY. Fine.

Without objection, your full statement will appear in the record at this point.

(The prepared statement follows:)

STATEMENT OF VICE ADM. PAUL E. TRIMBLE ON OIL POLLUTION CONTROL

Mr. Chairman and members of the committee, the opportunity to appear today and offer the views of the Coast Guard and the Department of Transportation on proposed pollution legislation, S. 2760 and H.R. 15906 and similar bills, is appreciated.

Section 4 of S. 2760 and the provisions of H.R. 15906, which represent a revision and modification of the existing Oil Pollution Act of 1924, are of great importance to the Coast Guard. The need for additional legislation to combat oil pollution has become much more urgent with the TORREY CANYON and subsequent marine disasters involving tankers. We believe that S. 2760 with amendments which have been proposed by the Administration, H.R. 15906 and similar bills under consideration, will provide a much more effective base for the prevention and control of both catastrophic and minor incidents of oil pollution.

Over the past months, commencing with a joint Transportation/Interior Oil Pollution Study directed by the President last spring, we have been engaged with the Interior Department in consideration of how the entire Federal establishment can best attack the oil pollution problem. It was concluded by both Departments that the regulatory authority for shipboard procedures, methods and equipment relating to oil pollution, prevention and control, should be vested in the Secretary of Transportation, and the proposed amendments to S. 2760, and the language of H.R. 15906 reflect this conclusion. This provision reflects an appreciation of existing Coast Guard functional responsibilities in the maritime sphere, our involvement in matters of pollution from vessels, and recognition that pollution from ships, its prevention and control must logically be integrated into the overall scheme for regulation of ship operations.

For the same reason, this conclusion has been reached with respect to the regulatory features of H.R. 16207, S. 2525 and similar bills dealing with waste from watercraft.

We urge that these bills be amended to reflect the regulatory provisions which are now included in H.R. 15906. Specifically, regulatory authority covering vessel equipment and procedures would be assigned to the Secretary of the Department of Transportation after consultation with the Secretary of Interior.

An illustration of how closely existing Coast Guard authority relates to prevention of pollution from vessels is the Tank Vessel Act (46 U.S.C. 391a). That act provides authority for supervision of tanker design and construction, handling and storage of inflammable or combustible liquid cargo in bulk, fittings and equipment, manning and operation. The objective is maritime safety. It is difficult to divorce risks created by oil escape from maritime safety. The Coast Guard is also intimately connected with ship and equipment design and construction; with navigation and ship control; with licensing, competence, and