

In fact, international maritime safety conventions are normally generated through this organization.

Regarding the enforcement aspects of the proposed legislation, it is difficult to assess at this time the extent to which additional Coast Guard forces or facilities could be required. Presently, the Coast Guard enforces the 1961 Oil Pollution Act (as noted above) and participates in the enforcement of the 1924 Oil Pollution Act, and the Refuse Act of 1899. We anticipate initially the utilization of existing forces with additional emphasis on pollution aspects. We now include oil spill surveillance in our coastal air and vessel patrols. As budgetary resources permit, we plan to strengthen our port safety operations. Coast Guard marine technical personnel have been working to improve tanker structural designs, waste oil and other pollutant containment, waste oil separators and other pertinent devices. Also, as appropriate, we will include funds in future budget requests for research to support Coast Guard oil pollution responsibilities.

That concludes my prepared statement. I welcome the opportunity to discuss any of my comments in greater detail at your request, or to answer any other questions which you may have.

OIL POLLUTION CONTROL

Admiral TRIMBLE. I am Admiral Trimble, representing the Department of Transportation and the Coast Guard.

Mr. Chairman, we do appreciate the opportunity to appear before this committee and explain the role of the Coast Guard in the prevention and control of pollution.

As Secretary Udall has explained, the administration's recommendations are included in the bills before you.

First you have the one dealing with oil pollution, S. 2760 and H.R. 5906 and similar bills, including administration recommendations which places the responsibility for enforcement, as far as vessels are concerned, in the Coast Guard.

In other words, after Interior determines the objectives and standards, the Coast Guard would then be charged, after consultation with the Secretary of Interior, with enforcing and achieving these standards that Interior has established.

Finally, as far as the clean-up operations are concerned, the administration proposes to place the responsibility in the Secretary of Interior.

The Secretary of Interior may then delegate his authority to any other Federal agency, if he chooses to exercise that responsibility.

The Coast Guard might be the recipient of such a delegation and, because of its resources distributed geographically around the country, could be in a position to act in a casualty case, such as the one that occurred down in San Juan, P.R.

VESSEL POLLUTION CONTROL

My statement, which is included in the record, deals specifically with the oil pollution aspect and does not deal with the bills such as S. 2525 and also H.R. 16207 and similar bills.

I feel that, with respect to the regulatory features, that H.R. 16207, S. 2525 and similar bills should be amended to reflect the conclusions that have been reached by the administration with respect to H.R. 5906, S. 2760 and similar bills.

In other words, the regulation as far as ships and equipment are concerned for oil pollution, this principle should be extended to the one dealing with waste from watercraft.