

Mr. DORN. I might say this Committee on Public Works has handled probably more legislation affecting you than any other committee of Congress, legislation covering water pollution, the Interstate Highway System, Appalachia, and so forth.

We have quite a renowned list of visitors this morning as witnesses. We have with us now the distinguished Commissioner Polanco-Abreu, from Puerto Rico, Resident Commissioner. He will be accompanied by an expert on marine biology.

Commissioner, we are very pleased to have you. Just go right ahead. You have some pictures here.

OIL POLLUTION CONTROL

STATEMENT OF HON. SANTIAGO POLANCO-ABREU, RESIDENT COMMISSIONER OF PUERTO RICO; ACCOMPANIED BY ORVILLE WATKINS, ADMINISTRATIVE ASSISTANT

Mr. POLANCO-ABREU. Yes; I do.

Mr. DORN. He would like to have these placed in his testimony. Very interesting.

Mr. POLANCO-ABREU. Mr. Chairman, members of the committee, I appreciate this opportunity to express views in support of legislation to strengthen the Oil Pollution Control Act of 1924 and the Federal Water Pollution Control Act. My bill, H.R. 16163, has objectives similar to those of H.R. 15906, by Chairman Fallon and the administration.

I would like to thank the Chairman and members of the committee for the interest they have shown in Puerto Rico's efforts to combat the massive oil pollution threat facing the San Juan area following the breakup of the Liberian flag tanker, *Ocean Eagle*, at the entrance to San Juan Harbor on March 3, 1968. I am sorry that Commonwealth Secretary of Public Works Mr. Lizardi, who has been directing our massive beach and shoreline decontamination campaign, could not be here as planned. Instead, with the committee's permission, I should like to submit for the record a report by his department's petroleum emergency office, a special "task force" unit established to meet the pollution emergency, and his recommendations based on Puerto Rico's experience to date.

With your permission, Mr. Chairman, I submit exhibit No. 1.

Mr. DORN. Yes; without objection.

("The *Ocean Eagle* Incident" by Lizardi follows:)

THE "OCEAN EAGLE" INCIDENT SUBMITTED BY THE PETROLEUM EMERGENCY OFFICE

Introduction

During the sixteenth century the San Juan Harbor was developed by the Spanish Crown due to its natural defensive features into their most notorious bastion in the Caribbean. The navigational difficulties and the heavy defensive fortifications eventually made this port a haven for the Spanish Main.

Four centuries later, the tremendous industrial development of the Commonwealth of Puerto Rico has transformed the old bastion into a port with an intensive commercial, industrial, and touristic traffic which reached approximately 3,350 ships in 1967. Most of the industrial traffic of the Commonwealth is generated by the petrochemical industry, which, due to the absence of petroleum deposits in the island must import its raw materials from other countries. This