

gave very interesting testimony concerning the *Ocean Eagle* incident at San Juan.

One of the things we were interested in, quickly, yesterday, as this testimony developed, was the question of responsibility in the case of one of these spillages. You, sir, have spoken to that subject here. It involves a number of State and local agencies.

Now, as Admiral Trimble's testimony developed on this incident in the San Juan harbor, the Coast Guard immediately had, one, a rescue operation to be performed, and then, number two, a mission for the safety of the harbor.

And it occurred at least to this one member, possibly the Coast Guard might be the agency, being No. 1, at the scene, the agency of the Federal Government most frequently found in coastal areas all over the country, might be the agency to assume the overall responsibility—not that there would not be need, of course, to bring in people from Federal Water Pollution Control Administration, all sorts of expertise, as you have mentioned.

I would be interested, Mr. Commissioner, in your comments on that, as to whether you feel there is a need for clear responsibility in some one department or agency to coordinate the efforts of all.

Mr. POLANCO-ABREU. Well, as far as I am concerned, I think that the Coast Guard should be the one that should be responsible in these cases.

Mr. McEWEN. I am interested in your observations. Thank you.

Mr. DORN. Mr. McCarthy.

Mr. MCCARTHY. Mr. Chairman, I just want to thank the Commissioner for a very incisive statement on this problem, which seems to be growing in intensity.

ATTITUDE OF THE OIL INDUSTRY

I just would like to observe, when I first came down here, I was rather dismayed at the attitude of industry in general toward pollution control. And I have been very pleased with the shift in attitude. For instance, the steel industry, which for a long time opposed pollution control legislation, came down here recently and actually testified in favor of our bills. And they have been a very constructive attitude, taking ads in the national magazines, and I know up our way the steel industry and other industries are really moving forward in a vigorous way.

I have not perceived this yet in the oil industry. They have made efforts, one, to weaken the Oil Pollution Act a couple of years ago, and to remove the excise tax on oil. But no vigorous support for any pollution control.

One of the results of the removal of the excise tax is that drained crankcase oil is virtually worthless, so in Buffalo, where we have what Murray Stein, of the Federal Water Pollution Control Administration, called the most polluted river in the world, Buffalo River, the most substantial is oil pollution and much of this is from the ordinary gas station which now in most instances simply flushes this drained