

improve the authority to enforce abatement of pollution, would require filing of notice with respect to discharge of matter in interstate or navigable waters, and require permits to regulate discharge matters, and accomplish a number of other purposes, which I believe would be desirable including expediting significantly the rate at which water pollution abatement actions may be carried forward. It also would provide consistent with the principles established in the Air Pollution Act the devices for encouraging international participation in the abatement of water pollution, a matter which greatly affects my district along the Detroit River, which does affect a number of the boundary waters across the country.

VESSEL AND OIL POLLUTION CONTROL

I would also, Mr. Chairman, urge consideration of H.R. 486 and H.R. 485, two pieces of legislation which are not assigned by the rules of the House, Parliamentarian and Speaker to this committee, but which do merit consideration insofar as the principles they involve.

H.R. 485, dealing with the establishment of programs to abate pollution to the navigable waters to the United States, through establishing standards for disposal of waste from vessels. There are an enormous number of vessels that are in daily commerce upon our waters, which are an enormous source of pollution.

In my district there is something on the order of 100,000 vessels of all sizes, in almost continuous operation on the waters of the Detroit River and Lake Erie.

I would point out that the same study that I mentioned earlier indicates that in any given year there are 110,000 commercial and fishing vessels, 1,500 federally owned vessels, and about 8 million recreational watercraft using the navigable waters of the United States.

In addition to this, there are approximately 40,000 foreign ship entrances in the United States which are recorded each year. This would attempt to establish standards which would affect the handling of waste treatment by these vessels, requiring holding tanks, chlorination and other matters, with which at fairly modest costs a significant improvement in water quality, particularly in confined waters, like the Great Lakes, could be achieved.

H.R. 486 does substantially the same thing, with special emphasis on the Great Lakes, and also, Mr. Chairman, in connection with some problems that we have with regard to the Oil Pollution Act of 1924.

I recognize that there will be some jurisdictional problems in connection with these matters between the Committee on Public Works and the Committee on Merchant Marine and Fisheries of which I am a member, to which these bills are assigned. But I believe there is the possibility of utilizing the principles already established in connection with the Boating Act, I believe of 1958, which does afford the Federal Government the established principle of establishing Federal standards in connection with the handling of vessels, vessel licensing and matters of this kind, and at the same time establishing a practice of appropriately requiring State action. Failing this State action, the Federal Government is authorized to step in and to reach the particular problem.