

"When we had a problem over here resulting from the *Torrey Canyon*, you urged us not to treat the issues on a unilateral basis but to deal with them internationally. And we did so. Now we are making the same request of the United States."

I wish to assure this Committee that a great deal of progress has been made by the various Committees and Subcommittees of IMCO in resolving many aspects of oil pollution. Some of these areas are:

1. The establishment of sea lanes incorporating traffic separation was considered worthy of recommendation as a potential contribution toward greater safety. Routing and traffic separation schemes have been recommended for 10 specific areas, and 2 additional areas have been designated as ones to be avoided by tankers carrying oil.

2. Port advisory services are felt to have value, and their establishment is recommended for appropriate ports—particularly those handling noxious or hazardous cargoes or at oil terminals.

3. The extension of pilotage services was also recommended.

4. The value of ship-borne aids to navigation was matter of general recognition, and a Subcommittee urged that the carriage of radar be made compulsory on all voyages for seagoing ships of 1600 g.r.t. and over, and recommended that suitable electronic position-fixing equipment be fitted in tankers and other ships carrying noxious or hazardous cargoes in bulk.

5. There is a proposed new international regulation to the effect that when the automatic pilot is used in congested areas or in restricted visibility, or under any other conditions in which navigation is hazardous, there should always be the possibility of instantaneous establishment of human control of the ship's movements.

6. All ships should carry adequate and up-to-date charts and other publications necessary for the intended voyage.

These matters will come before an Extraordinary Session of the IMCO Assembly in November, 1968. This Assembly Meeting will be devoted exclusively to the results of the *Torrey Canyon* program of work.

On matters primarily of public law, consideration is being given to (a) the problem of determining when a coastal State might be justified in taking action to forestall pollution or other damage, (b) the machinery for investigating the aftermath of casualties and the practical aspects of conducting salvage operations, (c) legal issues involving the protection of innocent victims and compensation for damages suffered by them, (d) whether officials of a contracting State should be entitled to verify contraventions of the Convention provisions, stop any ship caught in the act of such intervention, and board her, (e) whether a contracting State should take into consideration a report drawn up by an authorizing official of another contracting State and institute proceedings on the basis of such report, (f) whether contracting States should cooperate in facilitating judicial and other proceedings on the basis of the report drawn up by an authorizing official, (g) whether an international tribunal should be set up which would be empowered to impose penalties when any State has been found to contravene the Convention provisions.

The International Maritime Law Committee, known as "Comite Maritime International" (CMI), is scheduled to meet in Brussels May 2-3, 1968. One of the problems to be dealt with at the forthcoming meeting involves the principle of limitation of liability. On this, there is unanimous agreement that the principle should be maintained in regard to liability for oil pollution damage. An excerpt from an interim report of CMI indicates that the main reason for retaining this principle is "that insurance of the shipowner's liability risk is greatly facilitated when the maximum liability can normally be assessed in advance, and it is in the interest of the victims that adequate insurance facilities are easily available."

Suffice it to say, Mr. Chairman, this brief summary indicates a dedication on the part of all maritime countries of the world to come to grips without undue delay with the myriad of problems that have been brought into focus by the stranding of the *TORREY CANYON*. Under these circumstances, it is our urgent plea that final action on the pending legislation be deferred at least for this session of the Congress so that the Intergovernmental Maritime Consultative Organization will have adequate opportunity to provide international solutions to which the United States can subscribe.

Thank you.