

Since it appears to us absolutely essential that exclusive federal jurisdiction be maintained with respect to commercial vessels, we set forth in the form of an attachment to this statement draft legislation dealing exclusively with commercial vessels and which vessels we would define as "all documented vessels of the United States and foreign vessels temporarily using the navigable waters of the United States".

We earnestly urge that legislation, substantially in the form we propose, be adopted so that insofar as the Great Lakes, at least, are concerned, the orderly elimination of commercial vessels as a source of pollution can become a fait accompli.

April 25, 1968.

[H.R. —, 90th Cong., second sess.]

A BILL To amend the Federal Water Pollution Control Act, as amended, to control pollution from vessels within the navigable waters of the United States

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Federal Water Pollution Control Act (70 Stat. 498), as amended, is amended—

(a) by redesignating section 11 as section 12, and renumbering succeeding sections; and

(b) by inserting after section 10 a new section to read as follows:

"CONTROL OF POLLUTION FROM VESSELS USING THE NAVIGABLE WATERS OF THE  
UNITED STATES

"SEC. 11(a). The Secretary shall give special emphasis to research and development into new and improved methods having industry-wide application, for the treatment and control of vessel overboard waste discharges. In furtherance of such research and development, he shall request the Secretary of Transportation to—

"(1) Conduct an accelerated research program directed toward development of improved low cost techniques and systems for treatment of vessel overboard waste discharges and for removal of potential pollutants therefrom.

"(2) Provide for federal grants to public or nonprofit agencies, institutions and organizations and to individuals and contract with public or private agencies, institutions or persons for payment of part of the cost of acquiring, constructing, or otherwise securing for research and development purposes new or improved devices or methods having industry-wide application for the treatment and control of vessel overboard waste discharges.

"(3) Certify from time to time to the Secretary such vessel overboard waste discharge treatment systems as the Secretary of Transportation has type accepted after determining such systems are suitable for shipboard installation and the effluent from which meets reasonable water quality standards. Any manufacturer of a waste treatment system for shipboard installation may request the Secretary of Transportation to type accept such system and certify its suitability to the Secretary. Type acceptance and certification of such system shall be on such terms and conditions and for such period as the Secretary of Transportation deems appropriate. The manufacturer shall perform such tests as the Secretary of Transportation may require. Whenever the Secretary of Transportation determines that the system will provide treatment of overboard waste discharges in accordance with applicable standards, and the system is deemed satisfactory from a safety standpoint, the Secretary of Transportation shall type accept the system and certify its suitability to the Secretary.

"(b) The Secretary, after taking into consideration the type of waste treatment systems certified by the Secretary of Transportation to be suitable for shipboard installation, and after taking into consideration technological feasibility, economic costs, the types of vessels, their operative patterns and such other factors as he deems appropriate, shall prescribe in the Federal Register—

"(1) Regulations establishing standards for the control and treatment of overboard waste discharges from any vessel or class of vessels into the navigable waters of the United States. The Secretary shall prescribe standards that apply to the extent feasible uniformly to each class of vessel under similar circumstances. Such regulations shall prescribe reasonable schedules of compliance after taking into consideration the cost of compliance