

The other proposals for research are already included in the present law. What is needed is not new legislation on research but rather a new policy on how research funds should be spent.

The "*comprehensive estuaries study*" is in reality the same as in the present law in Sec. 5(g). All it does is give it a separate section and extend the time in which the study is to be completed from 11/29 to 1/30/70.

The *financing proposal* was well discussed by the committee with witnesses on Tuesday. In my opinion, its effect on the program would be most detrimental. For example, removal of tax exempt bonding would undoubtedly raise interest rate above the 5% or 6% mandatory limits in most states and thus there would be no action. Mr. Oeming did a nice job in pointing out the deficiencies in this bill. Its purpose was to make it appear as though the federal agency has provided an alternative to the construction grant funds withheld by the Administration. This, it has not done.

WATERCRAFT DISCHARGES

The bills, H.R. 16207, H.R. 13923, deal with pollutional discharges from vessels within the navigable waters of the United States.

In addition the small boatowners proposed a bill (Exhibit E on their presentation) for such boats.

There is no doubt that human waste discharges from ships and small boats do have a deleterious effect in harbors and marinas. Their effect out in large open water is problematical except where plastic containers are discarded.

The boat owners were most vocal a few years ago for law to shut down industries unless they cleaned up immediately. In Chicago at the Lake Michigan conference when they pleaded for reasonable requirements and time for compliance, they heard the conferees use the argument the boat owner should not operate his vessel unless he could comply.

But here is where the difficulty lies. Mayor Daley made a big political splash a year ago by announcing that Chicago was going to adopt an ordinance enforceable for the 1968 season which would ban all boats without holding tanks. This was to be applied to all ships and small boats.

Rather than publicly admit that such a regulation is impractical the conferees endorsed the idea and proposed that the Great Lakes states all adopt similar legislation. Because that takes time, Chicago has postponed enforcement.

The ordinance is advertised as a fail safe. No treatment device is permitted—only a holding tank. For small boats or sailboats this can be an absurdity. At .5 gal/person/day, the space is not available.

Also, there is a conflict with the state water standards—even those approved by the Secretary. The standards set a quality in the water, not a prohibition against a discharge. This must be remembered in granting any authority to the Secretary to set specifications for boats.

Also, there is the practical problem of space on the large ships. The S.S. America has 200 outlets and no space in the ship other than a room—10x10—for a treatment unit. The discharges are not connected up.

How a dock facility could connect up to such a ship is a question. Before a law is passed providing for regulations, the committee could well require the Secretary to submit a report on the problem and its potential solutions.

Incidentally, one of the Canadian provinces which adopted such legislation has now announced a delay in enforcement while some practical answers are developed.

H.R. 16044

This bill proposes a federal subsidy to aid cities in the operation of sewage treatment plants "using proven new methods to achieve a substantial immediate improvement of effluent quality, including phosphate removal."

Since Congress is having difficulty in financing its past commitment towards construction of treatment plants, I see no merit in assuming the cost of operation of plants or the cost of administering such a program.

However, the concept behind the bill is exceedingly important. Mr. Oeming, in his statement, made reference to the fantastic improvement achieved in two Michigan primary sewage treatment plants by a proper addition of chemicals—a reduction in solids, oxygen consuming material and phosphates.

To achieve this same result via the route which the Secretary would make mandatory—that is, by the latest available technology as proposed by the