

as in Buffalo, and it is a very real one. The British have required that every port have a street-cleaning device, if you will, a boat such as Baltimore reported here, that can clean up debris and oil in the harbors and maintain them.

If every port in the United States did the same thing—we may have rules and regulations against throwing paper in the street, but we still have a street sweeper to clean them up—and this has been tried on experiments in Cleveland for the last 2 years. The chamber proposed financing the cost of the unit. The city is going to maintain it and operate it. And it will be their responsibility.

The difference in the Cleveland harbor, since they have taken this on, has been dramatic. It is the same kind of approach; because we surely cannot get rid of all storm sewers or gas stations—some day maybe.

Thank you.

Mr. McCARTHY. Thank you very much.

Mr. Jones.

Mr. JONES. Mr. Chairman, when I first started to work on the pollution abatement programs, in trying to analyze them, trying to study them and to reach some understanding of the problems that have been involved, Mr. Kinney was one of our first witnesses. And I do not know of anyone who has any vaster knowledge of the complex subjects, that has dealt with them over the period of years, and contributed so much to the progress, and it has been indeed helpful to us, and it has been reflected in the public laws that we now have.

I am pleased that he can be with us today and give us his valuable observations.

Mr. KINNEY. Thank you, sir.

Mr. McCARTHY. Mr. Cramer.

Mr. CRAMER. I want to join in what the gentleman from Alabama said. Many of us do not actually have a working knowledge of a treatment plant's construction, and are trying to get a better understanding of this problem of setting standards.

"NO DEGRADATION" POLICY

I just have one question. I think you were present in the room the other day when I asked this question of the Secretary, relating to antidegradation standards. I still have the clear impression in my own mind that the manner in which this present act is going to be administered, and also, obviously, this new one proposed by the bill, the Secretary would have the power to say yes or no, relating to the use of a riverbank location, for instance, of an industry, as to whether or not it has degradation effect. The standards are not being set from a standpoint of the State making such a decision, so, in effect, we have the Secretary of the Interior determining what can be done within the State as it relates to industrial development because of the water pollution question.

Is that not your understanding of it?

Mr. KINNEY. That is correct, and to support that there is an intra-agency memorandum that was developed in terms of a potential of implementing that, and that spelled out in no uncertain terms.