

other times should be limited to cases in which enforcement officers have probable cause to believe that a violation has occurred. Like the right to arrest, the right to inspect, except periodically, should also be limited to cases in which the officer obtained a warrant or in which a violation was committed in his presence.

This recommendation would parallel the provisions of the Refuse Act, New York Harbor Act, and Oil Pollution Act of 1924. These acts require all arrests, except for violations committed in the presence of an enforcement officer, to be made with process.

In addition, it should be made clear that there can be no liability for sewage discharges on the part of a person who properly uses and maintains certified sewage control equipment.

8. *Research*.—The research provisions of the Water Pollution Control Act should be amended to make clear that they include development of practical methods of treating waste from vessels and of handling such waste so as to prevent its deposit in the waters in question. The present research provisions seem to be directed wholly to treatment of land-originated sewage.

9. *Reports to Congress*.—To assure continuing oversight by Congress, it would be desirable to provide for periodic reports by the Secretary of the Department to Congress on his proposed programs, including the state of knowledge of water pollution and means of control, estimates of costs of compliance, and proposed regulatory action. The Secretary should also report periodically on the actual progress of the program, including results of research, costs of compliance, and the program's success in reducing water pollution.

OIL POLLUTION CONTROL

I turn now to H.R. 14000, and specifically to section 4(a), providing for a new section 19 on oil pollution control to be inserted in the Federal Water Pollution Control Act.

Members of AWO include owners of oil tank barges, as well as towboat and tugboat owners who use oil as fuel. Both groups are vitally interested in this proposed legislation.

Recent maritime disasters involving oceangoing tankers have called attention to the serious consequences of major oil spills. I understand the principal objectives of the new section 19 to be to induce greater care to prevent oil discharges and to make those responsible for oil spills primarily liable for the damage they cause. AWO is wholly in sympathy with these objectives and with the efforts being made to control, and to the greatest extent possible eliminate, pollution by oil discharges in the navigable waters of the United States.

At the same time, oil pollution controls are a complex subject, as I am sure this committee well understands. The proposed legislation covers not only tankers, but towboats, tugboats, and barges as well. It covers vessels on the ocean within the jurisdiction of the United States, and it covers vessels in our relatively crowded harbors and inland waterways. AWO supports reasonable legislation to control oil pollution from all vessels in all the navigable waters of the United States. We feel most strongly, however, that legislation must be shaped to circumstances. Laws appropriate for the supertanker may not be appropriate for the barge on the inland waterways.