

this import, and far-reaching impact, that at least appropriate members of your Department would have touched bases with at least the State authority. I cannot break it down, in the first instance, to the city and municipal level, but I would think at least with the far-reaching impact of this legislation, that at least you would have touched bases with the State water supply and pollution control commissions.

Secretary UDALL. Congressman, as you know, we have a direct line of communication on water pollution control with all of the States. We have very good relations with most of them.

As a result of what you brought up this morning, I am going to ask Assistant Secretary Edwards and Commissioner Moore to get in touch with them by phone today, find out if meetings can be set up, and let's get this clarified. Because it has not come to my attention that any group of States had such serious reservations about the legislation. We have had very good reaction generally.

Mr. CLEVELAND. Thank you, Mr. Chairman.

Mr. BLATNIK. Mr. Grover.

BACKGROUND OF OIL AND HAZARDOUS SUBSTANCE BILL

Mr. GROVER. Mr. Secretary, let's turn to H.R. 15906.

Reading it over and hearing it discussed, it seems to me it is rather radical surgery for a very serious disease.

I am wondering what studies were involved in bringing this bill before us and who was consulted.

Secretary UDALL. You are talking now about the oil pollution?

Mr. GROVER. Oil pollution.

Secretary UDALL. A year ago, after the *Torrey Canyon* disaster, which served as an alarm bell for everyone, the President got into the picture. He asked Secretary Boyd and me to make a special study of this problem, trying to anticipate what changes in the law would be needed, what plans would be needed to see—not that this did not happen here, because it might very well happen, but how we would handle such a problem of this kind.

We had a high level team. In fact, my representative on it was then Assistant Secretary DiLuzio. We had some of the best scientific people in both departments. And this report was produced, which was sent to the President in February, and I think you will find it a very thorough report and analysis of the total problem.

As a result of this, we did recommend the legislation that is before the committee, so I think I can say to you that we have given very thorough consideration to this problem. The Department of Transportation and their experts and scientists were involved in it. Indeed, as you will see on page 2 of the report we had participation by all of the different departments that would be affected in any way by this kind of legislation.

Mr. GROVER. The Maritime Administration?

Secretary UDALL. Yes.

Mr. GROVER. And was the merchant marine industry involved?