

The inclusion of shore installations, as defined in the proposed bill would open the door to federal regulation, on a pollutant-by-pollutant basis, of all water pollution which is already being handled by the states in an efficient manner. Further it would render the orderly procedures under which the states set and enforce their own water quality standards meaningless.

The Railroad Commission of Texas is designated by the Texas Legislature as the agency responsible for oil pollution abatement. It has adopted necessary rules and regulations, has adequate inspection and enforcement personnel and is constantly at work improving conditions. The Commission and the Texas Water Quality Board have devised water quality standards and submitted same timely to the Secretary of the Interior in compliance with the Federal Water Pollution Control Act. These standards have been accepted by the Interior Department.

Therefore, we see no need for further legislation to enable federal encroachment in this field reserved unto the states.

We respectfully solicit your efforts in behalf of the State of Texas in this vital matter.

Yours very truly,

RAILROAD COMMISSION OF TEXAS,
JIM C. LANGDON, *Chairman*.
BYRON TUNNELL, *Commissioner*.
BEN RAMSEY, *Commissioner*.

GREAT LAKES COMMISSION,
Ann Arbor, Mich., April 16, 1968.

HON. JOHN A. BLATNIK,
U.S. Representative,
Rayburn House Office Building,
Washington, D.C.

DEAR CONGRESSMAN BLATNIK: In a recent letter to you it was our privilege to furnish, in summary form, the resolutions and recommendations of the Great Lakes Commission adopted at our Annual meeting in November 1967. (Copy attached.)

Among these items there was included a recommendation on *Disposal of Wastes from Vessels* and reference to S. 2525. Since you have introduced H.R. 16207, a companion bill to S. 2525, with hearings announced before the House Public Works Committee for April 23-25, 1968, it was thought advisable to contact you again, review the matter, and let you know of the developments to date as we know them.

Insofar as regulations dealing with the control of wastes from *commercial vessels*, documented vessels of the United States and foreign vessels temporarily using the navigable waters of the United States, the Great Lakes Commission took the position that these regulations should be the responsibility of the Federal government and recommended that: (1) a specific date be set for placing the regulations in effect, (2) a specific set of approved quality standards be promulgated, (3) a specific plan be formulated which will enable shipping firms to accumulate a reserve before taxes to be used for the cost of installation of waste disposal equipment and (4) specific recognition that regulations, standards and their date of effectuation be compatible with similar action which may be taken in Canada.

The Great Lakes Commission strongly recommends that the regulation and control of wastes from *pleasure craft* should be the responsibility of the states which issue the permits and license the craft, and that the requirements for controlling the disposal of wastes from pleasure craft should be uniform throughout the Great Lakes:

It was the recommendation of the conferees at the Conference on Lake Michigan Pollution, January 31-February 7, 1968, and agreed to by conferees on March 11, 1968, that the four states bordering on Lake Michigan, Illinois, Indiana, Michigan and Wisconsin, join together in formulating uniform rules and regulations for controlling wastes from watercraft. It was further recommended that these rules and regulations will generally conform with the Harbor Pollution Code adopted by the City of Chicago, the regulation adopted by the Michigan Water Resources Commission, and the Model Boating Act which prohibits "over side" disposal and does not approve the use of the macerator chlorinator. Since each of the four states operates under different statutes, con-