

Disposal of Wastes from Vessels

A recommendation that the regulations developed for the control of wastes from *commercial vessels* include the following considerations: (1) a specific date be set for placing the regulations in effect, (2) a specific set of standards be introduced to serve as a guide for companies, (3) a specific plan to be formulated which will enable shipping firms to accumulate a reserve before taxes 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. Now under consideration are S. 2525 and other bills which deal with commercial interstate and international vessels and pleasure craft. In a previous action, the Great Lake Commission had concluded that the regulation and control of wastes from *pleasure craft* should be the responsibility of the states which issue permits and license the craft, and that the requirements should be uniform throughout the Great Lakes.

Derelict Vessels

A recommendation that all concerned be alerted to the potential problems presented by fuel oil, cargo and other pollutants contained in the wrecks of apparently abandoned vessels in the Great Lakes, and the apparent lack of authority for the removal of vessels and polluting substances prior to their becoming a pollution problem. There have been two recent court decisions which define certain responsibilities of owners of wrecked or sunken vessels on inland waters and actions which may be taken to effect clean-up or removal of pollutants. It appears that federal legislation (R. & H. Act of 1898, 33 USC 409, and others) should be expanded to permit or require a federal agency to act not only in hazard or obstruction to navigation matters but also in instances where derelict vessels and their cargoes pose threats or hazards to water quality, beaches, intakes or other water uses.

Lake Erie-Lake Ontario Canal

A recommendation that the feasibility study of the Lake Erie-Lake Ontario Canal be funded fully to permit its completion at the earliest possible date.

The Great Lakes Commission urges your consideration of and support for these resolutions and recommendations.

Sincerely yours,

LEONARD J. GOODSSELL,
Executive Director.

COMMONWEALTH OF PENNSYLVANIA,
DEPARTMENT OF HEALTH,
Harrisburg, April 9, 1968.

HON. GEORGE H. FALLON.
*Chairman, House Public Works Committee,
House of Representatives,
Washington, D.C.*

DEAR MR. FALLON: The Great Lakes—Upper Mississippi River Board met recently and carefully considered H.R. 15907, the Water Quality Act of 1968.

We are seriously concerned about the provisions of this bill and adopted the attached statement for your consideration.

Sincerely yours,

WESLEY E. GILBERTSON,
Chairman, Great Lakes-Upper Mississippi River Board.

POSITION STATEMENT BY GREAT LAKES—UPPER MISSISSIPPI RIVER BOARD

The basic purpose of financial assistance authorized under the Federal Water Pollution Control Act for construction of waste treatment plants is to provide incentives for communities to move ahead faster with installation of needed facilities. The proposal in H.R. 15907 to modify the existing grant authorization to one which would partially substitute contracts to provide annual Federal payments instead of outright cash grants, raises a number of serious questions as to possible adverse effects on attainment of goals for sewage treatment construction. It is recognized that the current Federal fiscal dilemma which gave rise to this proposal is importantly related to the Vietnam military needs. These could be reduced significantly in the months ahead. For this reason it might be wise to